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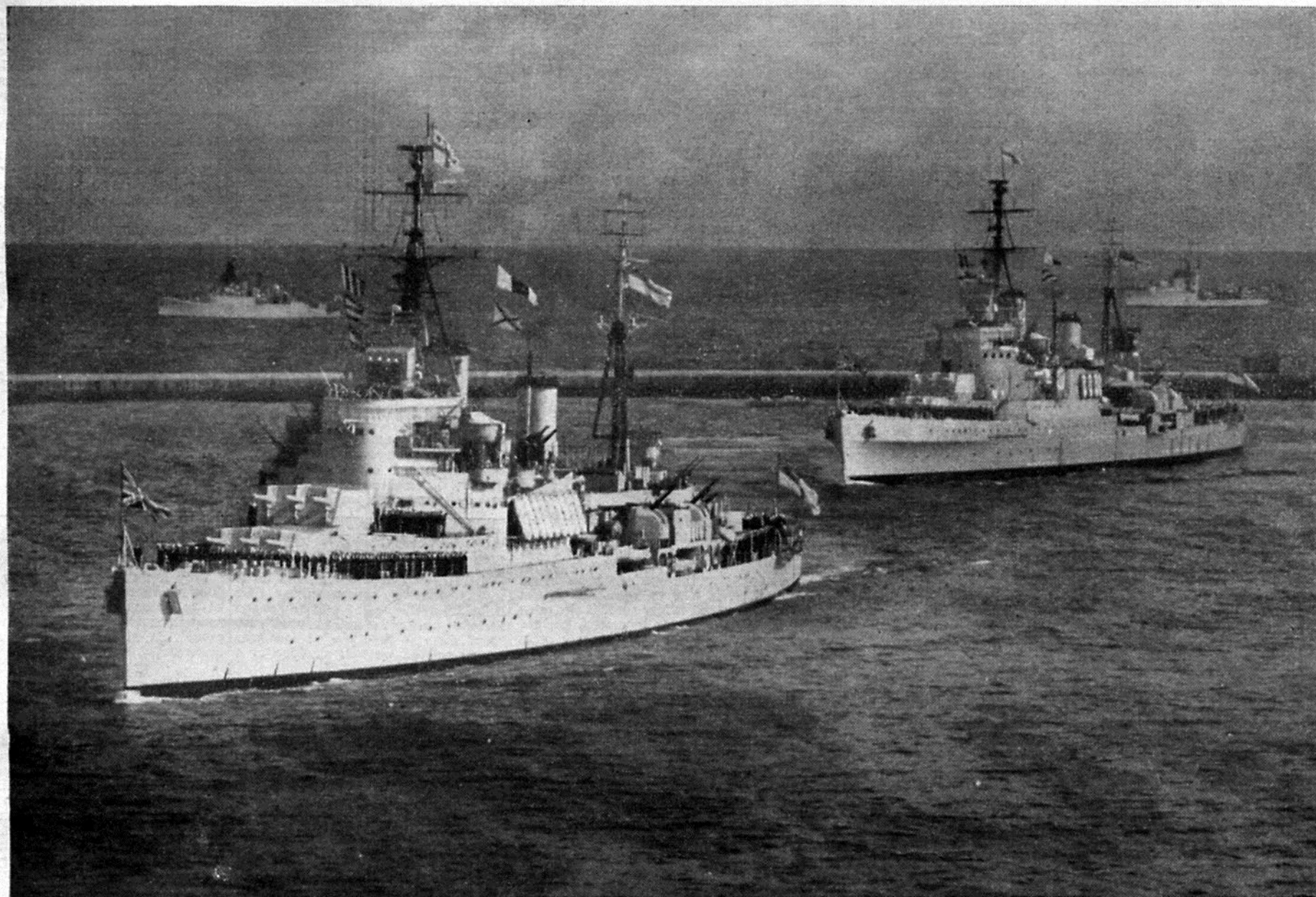
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No. 11 APRIL 1955

The Official Newspaper of the Portsmouth Command

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COMBINED FLEET EXERCISES



Home and Mediterranean Fleets at Malta

H.M.S. Jamaica, wearing the flag of Vice-Admiral J. P. L. Reid, Flag Officer Second-in-Command Mediterranean, and H.M.S. Glasgow, wearing the flag of Admiral Sir Guy Grantham, Commander-in-Chief Mediterranean, entering Grand Harbour, Malta, following combined Fleet exercises in the Mediterranean. The ships of both Home and Mediterranean Fleets assembled at Malta to enable the Commanders-in-Chief and their staffs to discuss the latest weapons and ideas and to give ships' companies the opportunity of taking part in social and sporting activities. The Fleets were led into the harbour by the Royal Yacht Britannia, with His Royal Highness The Duke of Edinburgh, the First Lord of the Admiralty and the First Sea Lord embarked.

THE GUNNERY BRANCH

See Centre Pages
for

Special Articles and Pictures

Drafting Forecast

FOR GENERAL SERVICE (Ships commissioning at Portsmouth)

April 13: H.M.S. Wakeful (Captain (F), 5th Frigate Squadron), H.M.S. Scorpion—Both for Mediterranean/Home Fleet Service.

May 11: H.M.S. Morecambe Bay (Home Fleet/America and West Indies Station).

June: H.M.S. Bigbury Bay (Home Fleet/America and West Indies Station).

June: H.M.S. Loch Fada (Home Fleet/East Indies/Persian Gulf).

September: H.M.S. Saintes (Mediterranean/Home Fleet).

October 4: H.M.S. Kenya (Home Fleet/America and West Indies Station).

FOR FOREIGN SERVICE

July: H.M.S. Comus (Commissioning at Singapore) for the Far East Station.

FOR LOCAL FOREIGN SERVICE

During the summer: H.M.S. Woodbridge Haven and Minesweepers—Commissioning in U.K. for service at Malta.

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PORTSMOUTH Navy News

EDITOR
Rev. W. J. E. Tregenna-Piggott, O.B.E., R.N.,
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 74571 (Ext. 2913)

EDITORIAL

A REVIEW of the responsibilities for weapons in use in the Naval Service has been made in the light of changing circumstances and past experience. This has led to the adoption of the following policy.

The Gunnery Branch of the Royal Navy, who have for some years been dealing with guided weapons as well as with naval gunnery, have now taken over airborne gunnery in all its forms, including rockets and bombs. They have also been charged with responsibility for such atomic weapons as may be developed within their sphere.

The Torpedo Anti-Submarine Branch of the Navy have similarly become responsible for all weapons which function under water.

As a result of these re-adjustments in responsibilities, the Air Armament School has been moved from Royal Naval Air Station, St. Merryn, to H.M.S. Excellent, the Gunnery School at Whale Island, Portsmouth, and the syllabus for the training of specialist gunnery officers has been modified in the light of the new responsibilities. A part of the course is now spent at a Royal Naval Air Station and includes flying experience during weapon exercises as part of the training.

Similarly the course for specialist Torpedo Anti-Submarine officers has been modified and includes flying experience during a course in air weapons at a Naval Air Station.

For close integration of air and weapon experience, a certain number of Fleet Air Arm pilots and observers will specialize in gunnery and torpedo anti-submarine, and carry out the long specialist courses referred to above.

It is therefore fitting that the main feature of this issue should be devoted to the Gunnery Branch.

NAVY IN PARLIAMENT Questions in the House

Pay Codes

ON 9TH MARCH in reply to a question asking whether the First Lord proposed to revise the existing Pay Codes in the Royal Navy, the Parliamentary Secretary said that the existing Naval Pay Code was introduced on 1st April, 1954, and no revision is contemplated at present.

H.M.S. Maidstone—Helicopter Assistance

In reply to a question the First Lord said that on the occasion of H.M.S. Montclare getting into difficulties on the 5th February, two Dragonfly and one Whirlwind helicopters went to her assistance and were able to help in passing lines between the ship and two of the tugs who were standing by, and also in transferring a medical officer.

Discharge by Purchase

In reply to a question asking to what extent applicants for discharge by purchase have to provide evidence that they have an offer of employment on release and whether any specific wage is demanded. The Civil Lord stated that there was no general rule that a specific offer of employment is required, but that in cases where a man applied for discharge on the ground that he could obtain more highly-paid employment, he was naturally required to produce evidence of the employment available and the wage offered. He added that not less than 87 per cent. of those who applied for discharge from March to December last were granted discharge.

A.F.Os. of Interest

A.F.Os. marked with an asterisk have been published for display on ships' company notice boards.

Formation of Sixth Submarine Squadron

A.F.O.381/55 announced the formation of the 6th Submarine Squadron to provide submarines for A/S training for the Royal Canadian Navy. The Squadron will consist of three submarines and will be based at Halifax, Nova Scotia.

Stores Petty Officer Advancement

A.F.O.384/55 announced that approval had been given for the qualification of six months sea-going service before being put on the roster for Stores Petty Officer to be placed in abeyance and that in future the requirement will be six months' service in one of H.M. Ships, not necessarily sea-going, after the age of 17½.

Naval Central Fund

A.F.O.393/55 announced that the Naval Central Fund has now been formally constituted and registered as a Naval charity. Its object will be to assist, by grants or loans, existing institutions or new projects of a charitable character for the welfare of the members and former members of the Royal Navy and their dependants. It will be a condition for grants or loans from the Fund that the cost of the object in view cannot be met from public funds or from other non-public or local Welfare Funds. The Fund will not consider applications for help from individuals.

Inventions and Suggestions

*A.F.O.468/55 stated that the Admiralty welcomed any ingenious and thoughtful suggestions relating to equipment or fighting practices of the Royal Navy, and they hope that all officers and men will forward sugges-

tions which appear to have some value to the Armed Forces. During the war such ideas and suggestions received varied from proposals for major operations to minor *ruses de guerre*, and from entirely new weapons of war to improvements in the smallest details of existing material. All are welcomed and will be carefully examined by experts.

Originators of suggestions should constantly bear in mind the necessity for caution in discussing their ideas outside service circles. The more original and valuable the idea the more important it is that it should not become known to a potential enemy.

Recommendations for Accelerated Advancement

A.F.O.647/55 gave the revised rules for making recommendations for accelerated advancement. These are that the number of recommendations for accelerated advancement is not to exceed 20 per cent. of the total numbers reported on the front and back of form S.507 with the following exceptions:—

- (a) Ratings borne for duty with a Flag Officer or forming part of his retinue may be recommended at his discretion.
- (b) Candidates for Branch Rank on course are to be excluded and reported separately, the number recommended for accelerated advancement being at the Captain's discretion.
- (c) Certain training ships and training establishments are allowed a varying increase in percentages.

In exceptional cases where an unusually large proportion of men are worthy of accelerated advancement the Commander-in-Chief can authorize an increase in the quota by up to 5 per cent.

MODIFICATION OF NAVAL PAY SYSTEM

The recent changes in the system of Naval Pay Accounting have these objectives in view:—

- (a) The saving of time and labour and to even the flow of work in pay offices.
- (b) The issue of personal copies of statements of account to personnel at the end of each accounting period, to encourage them to take an interest in and understand their pay accounts and to enable queries to be settled speedily; also to assist pay entitlement if an individual becomes separated from his pay account. (The issue of these ledger sheets for the quarter ending December 31, 1954, was an example of this.)
- (c) A uniform system of fortnightly payments to ratings and R.M. other ranks throughout the service—monthly and mid-monthly payments abroad will be discontinued.
- (d) Simplification of fortnightly rate calculation and settlement payments by working to periods of an exact number of weeks, i.e., 12 and 14 weeks, each ending on a pay day instead of calendar quarters as at present.
- (e) To speed up the transfer of pay accounts when personnel are drafted.

New System

Briefly this is how these changes will affect the pay of ratings, without going into the detailed instructions concerning the operation of the new system, which are the responsibilities of the pay office staffs and would only tend to confuse the uninitiated.

The issue of forms S.50 (ledger sheets) similar to that of December 31, 1954, will now be a regular occurrence at the end of each ledger period. Each rating will thus have a detailed record of his own pay account for the ledger period or from the date of joining his ship, if after the com-

mencement of that period. He will then be able to examine his account at regular intervals and raise any queries with his pay office if in any doubt as to the entries on his ledger sheet. It is well to point out at this stage that this ledger sheet is the same one that has been operated, for the period in question, by the pay office staff. It should be stressed here that these forms are official documents to be kept by all personnel for six months and not mutilated or altered in any way.

From April 1, 1955, the ledger periods will no longer be complete calendar quarters but accounting periods of an exact number of weeks each ending on a pay day, e.g., two periods of twelve weeks and two of fourteen weeks in each year. At the commencement of each period a rating's pay will be completely calculated for the whole period and after all his total allotments, income tax, etc., for the whole period have been deducted the balance arrived at will be divided by the number of pay days in the period, i.e., six or seven as the case may be. This will have the effect of ensuring a more uniform fortnightly rate and eliminating, with the exception of an odd ten shillings or so, quarterly settlements.

First Payment

The first payment of the new system will be made on April 22, 1955, the April 8 payment will be made under the old method to give pay office staffs the opportunity to complete the huge task of setting the new method in motion. It is quite possible that for some ships and establishments the pay day of April 22 will be a quarterly settlement, probably the last one of any appreciable amount many of us will have and therefore the new fortnightly rate due on that date will be augmented by any settlement due from the old system. After this fortnightly payments will vary very little, except for any changes which may occur in a rating's pay, e.g., advancement, alteration of allotments, disrating, reduction of income tax due, etc. These will be adjusted as they occur even to the extent of the deduction or refund of income tax, where applicable, and will be reflected in the following fortnight's payment.

The ledger sheet which is issued to personnel is also used as a transfer list when a discharge to another ship is involved. The sheet is simply detached from the loose leaf binding and sent to the new pay office with minimum amount of delay. This therefore ensures that as far as possible personnel are not separated from their pay accounts any longer than is necessary.

The present system of officers' payment, i.e., monthly, will remain the

Message from THE FIRST SEA LORD. ADMIRAL OF THE FLEET SIR RHODERICK McGRIGOR, G.C.B., D.S.O.

IN APRIL I shall be relieved as First Sea Lord and Chief of Naval Staff by Admiral The Earl Mountbatten of Burma. This will bring to an end nearly fifty years' service in the Royal Navy, which I joined in January, 1906, as a Naval Cadet, at the age of 12. Since then I have served all over the world in every type of ship from Battleship to Destroyer, and from Aircraft Carrier to Submarine.

It is strange now to look back at those days at the beginning of my career, when aircraft were unknown, the submarine still in its infancy, fire control completely lacking, wireless just making its first appearance, and the reciprocating engine and coal-fired boiler in normal use. Ships were then so much smaller and simpler, ships' companies one-third of their present size, and technical ratings almost non-existent. Commissions normally lasted three years, and much of the food and conditions were as in the sailing ship era.

Since then there have been great changes, changes in ships, in propulsion, in weapons and equipment, in living conditions, and in the knowledge needed among the officers and men who man our ships. More great changes clearly lie ahead, but what has not changed is the task of the Navy, that is as in the past; in war, to ensure the safe arrival of those supplies on which our country depends for its very existence and without which our armies could not fight and our air forces could not fly; in peace, the world wide task of helping those in distress, of nipping trouble in the bud, or of dealing with trouble if it does

break out. That is our historic role, and the development of aircraft, of guided missiles, and of modern weapons and equipment is, in so many ways, helping us to carry out our duty.

And yet the important thing in the Navy is not only to ensure continual improvement in its ships, its aircraft, and its equipment, but also to ensure that we have the officers and men who can use and maintain these to the best advantage. We need, as in the past, a long service Navy, in which officers and men are willing to make their careers. That means that conditions of service and standards of living in ships and establishments must also move with the times, always subject to the overriding need to use the money made available to the Navy to the best advantage, and not to sacrifice unduly fighting efficiency on which one day our country may depend for its very existence and we ourselves for our very lives.

That continual improvement has been our aim at the Admiralty and just to quote one example, I hope that such measures as the General Service Commission, which is now getting into its stride, will, with no sacrifice in efficiency, help to make the Service more attractive and reduce the hardships caused by separation from one's family.

It will indeed be a sad day for me when I have to leave the Service to which I have devoted my life, and I cherish the memory of many happy Commissions.

I wish all of you, and your families in the Portsmouth Port Division, every happiness and success in the future. God bless you all.

MOTORING NOTES...

ON THE day of writing these notes it was officially announced by the B.B.C. that Winter had officially ended and that Spring was officially with us. "And about time too" I can hear people say as we still shudder in a cold easterly wind.

On Servicing

A much more important date for motorists, however, is March 25, when many cars and motor-cycles which have been laid up for the winter will be brought out, taxed, and put on the road again. I wonder how many of them will get a decent check-over beforehand. For those of you who haven't given it a thought, may I stress how important it is to give your machine a thorough servicing before using it again, and to continue that servicing regularly. As I told a friend only the other day, if you can't do it yourself, then ten bob spent on a regular servicing at your garage will save you pounds in depreciation later. It is undoubtedly money well invested, particularly if you stick to the one garage and make it literally responsible for the smooth running of your machine.

Is it Worth It

This exhortation to pay some attention to your car or motor-cycle is prompted by some work my own firm had to do recently to a car which had been laid up. As a gesture the car had been put into the servicing bay for a free general grease all round, the owner having spent a considerable sum of money on the engine. I do not exaggerate when I say that on applying the pressure greaser to the steering joints dry red rust was blown out of all of them. In addition the rear axle had no oil in it at all, and the gear box was half empty. The owner admitted that all he had ever done was to put petrol in the tank and had ignored everything else—he is now a much wiser but poorer man.

Continued from previous column
same and the accounting periods will continue to be calendar quarters. But the method of arriving at the monthly rate payable will be similar to that used for ratings' fortnightly payments. Forms S.50 (ledger sheets) will therefore be issued to officers at slightly varying times to those of ratings.

The new pay system will probably have teething troubles, but once running smoothly will operate to the benefit of all concerned, and it is hoped enable all personnel to have a clearer understanding of the workings of their pay accounts—one of the objectives of the change.

May I, therefore, as a lover of all good machinery, urge all Naval motorists to do something about this maintenance problem now. It will save you pounds in the long run, as well as unnecessary breakdowns.

Spring Cleaning

Incidentally, don't forget to give the petrol pump, carburettor, sparking plugs and contact breaker points a spring clean. It will give you much easier starting and general running. Equally as important is to check and adjust the brakes. It may be embarrassing to lack engine power when climbing a hill or whilst passing the other fellow, but much more so if you can't stop when descending, or if something gets in your way.

Car Deliveries

There has been little change in the car delivery position in recent months, although waiting lists have once more started to grow. Many people are of course waiting for the Budget before deciding on a new car. For those who do seriously intend to buy a new car but prefer to see what is going to happen to Purchase Tax, I suggest you place your order now, stipulating delivery after the Budget. This will secure your place in the queue, and you can confirm your order later with the usual deposit a little nearer delivery date.

As to secondhand cars, the demand has increased in the last few days whilst prices have also hardened. My advice here is to start looking around now before the plums have been picked. Incidentally, provided you can pay cash and know what you are about, it is worth spending a day at the car auctions. These take place at Chichester on Tuesdays, Farnborough on Wednesdays and at Southampton on Saturdays.

Coming Events

- April 3rd—Hill Climb, Brunton;
- April 11th—International Meeting Goodwood;
- April 23rd—General Practice Day, Goodwood; Bordeaux Grand Prix, France.
- April 27th—B.A.R.C. S.W. Centre Club Meeting, Totton;
- April 30th—Mille Miglia, Italy.

A. E. Marsh.

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ACCOMMODATION?

SEE PAGE 11

Married Quarters

THE NEWS of the month is the issue by the Admiralty of the rules for occupation of married quarters and the institution of the central control and roster on April 1, 1955. This event has been awaited for a long time and it may well be that some of those on establishment and ship rosters may have forgotten that the scheme of allocation brought into force rather over a year ago was a temporary one. It was only intended to bridge the time until a permanent scheme could be worked out and only adopted to avoid delay in providing married quarters until a proper set of rules could be evolved.

Thus we already have some 500 officers and ratings in hired married quarters under the old rules and they will stay there so long as they continue to serve in the "entitled area" or until their three years are up. Those on the existing waiting list will keep their original date of application which determines their place on the roster. Of the rosters more will be said later.

SCHEME FOR ALLOCATION

In working out a scheme for allocation many different ideas have been tried, usually with points for such things as length of separation, number of children and so on, but no combination could be found which was simple to understand and generally fair to all. So it has been decided that these married men who have been separated from their families by foreign service for not less than 15 months shall have priority over all others. They will go on their special roster according to their date of application. Anyone with priority who is drafted away from the port before he has been offered a married quarter will be able to claim priority for married quarters in his next billet. Remember, however, that the first application for priority must be made within six months of return from foreign service leave.

Those who do not qualify for priority will go on a separate general roster arranged by date of application. Those already on waiting lists will retain their existing application dates for roster purposes, as mentioned above.

Both the priority and the general roster will be divided into three: chief petty officers, petty officers and leading hands and below. Of every 100 quarters, 30 will be given to chief petty officers, 30 to petty officers, and 40 to leading hands and below. There are similar arrangements for officers. These subdivisions are based on the numbers of married men in each group.

This scheme has a lot to be said for it. Few could deny that the man who has been long separated from his family is the man who has the best claim to a married quarter. Then again, the purpose of a married quarter is to enable the man to enjoy family life, and who better qualified than the man returning from foreign service whose next draft will be either port service or home sea service?

This does not mean that those on the general roster will not get a married quarter but they will have to wait longer. The Admiralty has laid down that for every 10 quarters allocated on the priority roster one must be allocated on the general roster. The Commander-in-Chief has discretion to increase this proportion if experience proves it desirable. Many factors would have to be taken into consideration, but some of the principal ones in order of importance seem to be the length of the priority roster, the number of quarters available, and the length of the general roster. The central roster has the advantage that it

will iron out any inequalities between those serving in different establishments.

AREA OF PORTSMOUTH MARRIED QUARTERS

Before going further it is as well to say who is entitled to apply for Portsmouth married quarters. There have been very few changes from the old rules in this respect and those entitled are officers and men serving in:

- Establishments at Portsmouth (other than Dryad, Mercury or Air Command), all of which have their own quarters.
- Reserve Fleet at Portsmouth.
- Ships based locally at Portsmouth, such as the Local Flotilla, 5th Submarine Flotilla, Vernon tenders, etc.
- Tyne.
- Portsmouth ships on general service commission whilst on the home leg of the commission.
- Ships based elsewhere but which give seasonal leave at Portsmouth, e.g., 4th and 5th Mine-sweeping Squadrons.

These form the entitled area.

Anyone in the entitled area may apply to go on the roster and will remain on the roster until he is given a quarter or leaves the entitled area through being drafted away from the port or to foreign service or through his ship leaving for the foreign leg of a general service commission. If drafted from one ship in the entitled area to another also in the entitled area there is no need to apply again.

When a man comes to the top of the roster, it will be checked whether he has an expectation of six months in his present billet. If he has, he will be offered a married quarter. If he has not, he will be kept on the roster until he can get clearance for six months or until he leaves the entitled area. Officers will be treated similarly.

LENGTH OF TENANCY

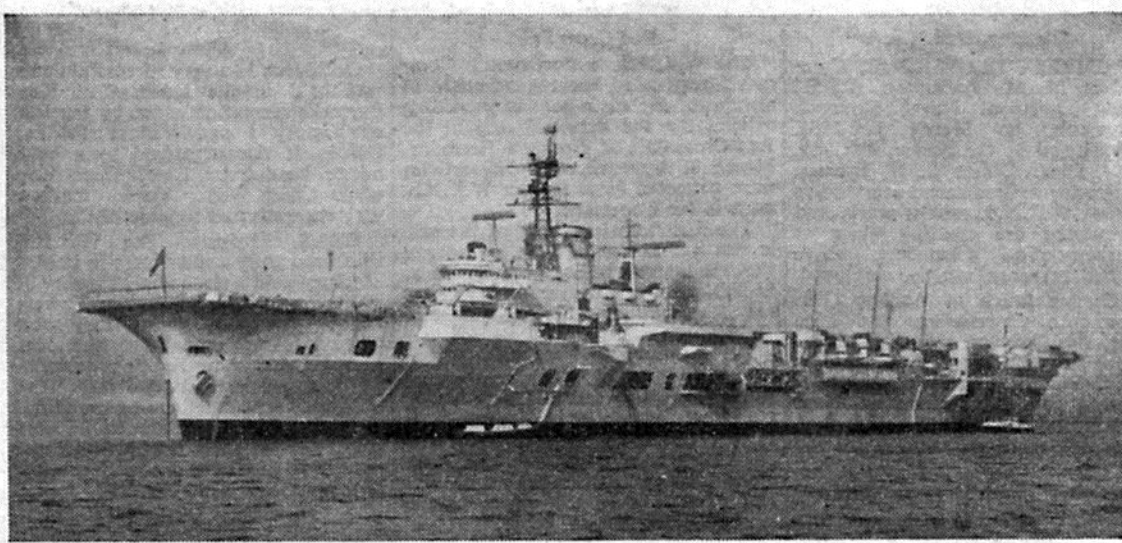
Once in a married quarter, a man may remain in it so long as he serves in the entitled area up to a maximum of three years. If he goes on the foreign leg of a general service commission he will be given the option of retaining the quarter (up to a total occupation of three years). Similarly, if he goes on a foreign commission he may keep the quarter up to the three years' maximum but, if he does keep it, he will forfeit his right to priority on his return home.

The scheme will be modified by the Admiralty if it does not work as well as expected. On the face of it, however, it seems to have plenty of good points and, in particular, it is simple. Success will depend on the ability to give those on the priority roster a quarter with little delay and at the same time to prevent stagnation on the general roster. It will be difficult at first but will improve as more quarters come along. It is very unwise to prophesy because there are so many unknown factors in building but, if all goes well, it is hoped that we shall have a total of 1,000 hirings and permanent quarters in 12 months' time and our ceiling of 1,550 in two years' time.

At the time of writing the rosters have not been compiled; indeed there are still applications to come in. It is therefore not possible to make any statement, even in the most general of terms, about positions and chances.

One piece of advice is, however, offered. Anyone who wants a married quarter should apply quickly. Every day's delay places the applicant farther down the roster, so put in your request through your Divisional Officer without further delay.

H.M.S. ARK ROYAL . . .



Inter-Command Cross-Country Championships

THE INTER-COMMAND Cross-Country Championship for 1955 was held on March 16 over a six-mile course at H.M.S. Ariel, Worthy Down. Although there was a fresh breeze, conditions underfoot were first class and the arrangements for the staging of the race were very well carried out by Lieut. Mitchell, of the home establishment.

It was anticipated that there would be a keen struggle for team honours between Portsmouth, the holders, and Air Command, who have always been well to the fore, last holding the trophy in 1953. At the same time it was known that P.O. Sharp, the Portsmouth champion, was looking forward to a hard race against the Air Command champion, A. A. Humphries, who had finished in the thirties in the winning South London Harriers' team in the National Championships. From a fast

start Steward Meadows and L.R.E.M. Moorhead, of Air Command, were up in the lead with P.O. Sharp, and at the half-way stage Air were in front of Portsmouth by four points, with the other two commands literally nowhere. Soon after the start of the second lap Sharp took the lead, but could not shake Moorhead off though the pair of them managed to drop Meadows, and when the leaders appeared in the finishing straight Sharp and Moorhead were together, but Moorhead had just that little extra speed to win in the good time of 33 min. 9 sec., with Sharp a few yards behind him and Meadows in third place. The failure of A. A. Humphries was a disappointment to many, but he was running with a chest cold which brought him up standing whenever he coughed and he wisely contented himself to earning his place in the Navy team for next week's inter-Services race at Blandford, Dorset. From Portsmouth's point of view the absence of L. S. Haskell with a cartilage trouble was a severe

blow and may have made all the difference to the final reckoning which gave Air Command the team trophy with a score of 36 points to Portsmouth's 42 points, with Nore 124 and Plymouth 138. So clear was the supremacy of the two leading teams that L.E.M. Brennan, the Portsmouth reserve man, running as an individual, finished in front of any runner from the other two commands. The team to represent the Navy was chosen as follows:

L.R.E.M. Moorhead, Steward Meadows, P.O. Mercer, A. A. Humphries (all Air), P.O. Sharp, M.A.A. Pape, L.S.M. Meadowcroft, Lieut. Mitchell (all Portsmouth), with L.N.A. Ratcliffe (Air), Marine Hope and L.R.E.M. Ragg (Portsmouth) as reserves.

With Humphries fit, the Navy may be closer to the Army than for several years, though it is on an Army course over which they will no doubt have had some experience; the R.A.F. must surely win.



The start of the Senior Cross-Country Run

WHAT'S ON April, 1955

- 1.—Admiralty Radar Establishment Dance at Rock Garden Pavilion, Southsea.
- 2.—Portsmouth Sailing Club Dance at Rock Garden Pavilion. Football: Portsmouth v. Manchester City. Home.
- 4.—Royal Tournament, Phase III Bayonets, Royal Naval Barracks, Portsmouth.
- 5.—H.M.S. Albion Ship's Company Dance, Savoy Ballroom, Southsea. Southsea Old-Time Dance Club, Rock Garden Pavilion.
- 8.—Football. Portsmouth v. Charlton Athletic. Home.
- 8-Oct. 2.—Palm Court Concerts, every Sunday evening in South Parade Pier.
- 9-11.—Navy Days.
- 13-14.—Portsmouth and Southsea Horticultural Society, Spring Flower Show.
- 16.—Football. Portsmouth v. Chelsea. Home. Contest for Mr. and Miss Britain Physique Show, Rock Garden Pavilion.
- 18.—Royal Tournament, Phase III Foil, Sabre, Épée, Pitt Street.
- 19.—Royal Tournament, Phase III Finals of Foil, Sabre and Épée, Pitt Street.
- 20.—Boxing, I.S.B.A. Championships, Aldershot.
- 21.—Boxing, I.S.B.A. Championships, Aldershot.
- 22.—R.N. and R.M. Gunnery Instructors' Association Dance at Rock Garden Pavilion.
- 23.—R.N.A.C., Pitt Street, East v. West. Amity Old-Time Dance, Rock Garden Pavilion.
- 27.—Royal Tournament, Wrens Phase III Foil, Pitt Street.
- 28.—Boxing, A.B.A. Championships, Wembley. H.M.S. Bigbury Bay Ship's Company Dance, Kimbell's Ballroom, Southsea.
- 30.—R.N.A.C., Pitt Street, v. Portsmouth and Gosport and Eastleigh. Football. Portsmouth v. Arsenal. Home.

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W.R.N.S. NOTES . . .

Director, W.R.N.S.

THE DIRECTOR, W.R.N.S., Commandant N. M. Robertson, C.B.E., visited the Royal Naval Barracks, Portsmouth, on March 1, 1955. Accompanied by the Senior W.R.N.S. Officer, Chief Officer S. H. Broster, the Director walked round every office in which W.R.N.S. ratings work, and later visited the drafting office at Commercial Chambers where W.R.N.S. personnel are also employed.

Following lunch at Anchor Gate House with Commodore and Mrs. Evans, the Director called on Commander W. W. Muir, Commanding Officer, Victoria Barracks, and later inspected the Duchess of Kent Quarters and the W.R.N.S. Sick Bay. She expressed appreciation of all she saw.



HOW TO ENJOY AN EXTRA PENSION WHEN YOU RETIRE

YOUNG men are more concerned about a successful Service career. But retirement will come and an adequate income will be needed to enjoy it. NOW IS THE BEST TIME to start providing either an extra pension at 65 to supplement Service and State Pensions or, if you prefer, a substantial cash sum on leaving the Service to help you to establish yourself in civilian life. The younger you are, the better terms you can secure.

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Red Cross Fair

The W.R.N.S. in Portsmouth Command responded most generously to an appeal for their help in providing articles for the Services' stall at the Red Cross Sale of Work on Thursday, March 3. Approximately 300 articles were collected from the six W.R.N.S. units in the Command.

The final total proceeds of the sale is not yet known, but it is thought that the figure will be in the region of £1,200 and of this sum £290 was raised by sales from the Services' stall.

Hail and Farewell

On March 17, H.M.S. Mercury were sorry to say farewell to C.P.O. V. M. Harwood, who left for service in H.M.S. Drake. In her place they welcome C.P.O. Wren G. M. Hoy, who arrived March 3 from H.M.S. Dauntless to take over the duties in the W.R.N.S. Regulating Office.

Long Service and Good Conduct Medal

P.O. Wren I. I. Jeffery, B.E.M., Quarters Assistant, was presented with the Long Service and Good Conduct Medal by Capt. J. R. B. Longden, O.B.E., at Divisions on Friday, March 4. She is the first senior rating in H.M.S. Mercury to be awarded this medal and the third in the Portsmouth Command.



The Captain presents P.O. I. I. Jeffery with the first Long Service Medal to be awarded to a W.R.N.S. rating in H.M.S. Mercury

Music

Wren S. Jones, who is at present serving in Royal Marines Barracks, Eastney, has recently played with the Royal Marines Orchestra on two occasions. Before she joined the W.R.N.S. she played the violin with the Welsh Youth Orchestra.

Collection

A collection was made by six Wrens serving in H.M.S. Collingwood on behalf of the Cancer Relief Fund. The total amount was £24 1s. 3d., of which £11 14s. 1d. was taken by Wren D. White.

Church Parade

The W.R.N.S. unit serving in Royal Marines Barracks, Eastney, took part

in a church parade there on Sunday, March 6, on the occasion of the visit of the Lord Bishop of Portsmouth.

Dances

On March 10 a very successful dance was held in the Duchess of Kent Barracks recreation room by the staff of Victory I and Victory IV Pay Offices. It was organised by a committee headed by Chief Wren Ray, while Chief Writer Turner made a very energetic and capable M.C.

H.M.S. Mercury: The W.R.N.S. ship's company and trainees in H.M.S. Mercury held a dance on February 25 in their quarters at Soberton Towers. Among the many guests, they were pleased to welcome Capt. and Mrs. Longden and other senior officers.

The dance committee, C.P.O. Wren M. Gould and members of the Naval C. and P.Os. Mess are to be congratulated on their well-planned and thoughtful organisation which resulted in a most enjoyable evening.

W.R.N.V.R.

The W.R.N.S. serving in H.M.S. Mercury were pleased to welcome once again to their quarters 27 members of the Women's Royal Naval Volunteer Reserve who arrived on March 13 for their annual training which lasted for a period of two weeks. They were from R.N.V.R. Divisions situated throughout this country.

Among them was C.P.O. E. Hall, telegraphist from the Tyne Division. She joined the W.R.N.S. in July, 1942,

HINTS FROM THE IDEAL HOME EXHIBITION

Household

WE STEERED clear of the amazing dish-washer, which, it is claimed, does all your washing-up, once a day. (Mother to daughter, in crowd round the stand: "We've got one of those at home—your Dad!") We did, however, find a VACUUM CLEANER in action which will suction clean your carpet, and polish or scrub the floor! The price was not outside the average pocket. This would be a wonderful labour-saver.

SQUEEGEES for cleaning mirrors, tiles, windows, etc. These clean, dry and polish instantly without rubbing.

Nylons Fair

Don't buy your nylons too large or too small was one piece of advice we noted. Measure your foot from heel to toe, and that will be the size required in inches.

Wedding Pavilion

This gave an opportunity of examining at close quarters the wedding-gown and bridesmaids' dress created by Norman Hartnell. The embroidery, of

pearls, was exquisite. We were even more impressed by the fine needlework in the prize-winning exhibits. These were pieces of lingerie hand-embroidered with unbelievable skill, by women in different walks of life.

Food

MEAT TENDERISER is sprinkled on the meat instead of cooking salt, a short time before cooking. A small 2/6 jar tenderises 75 lb. of meat. It is claimed that it will transform the cheapest, toughest cuts of meat into a tender delicacy.

PREPARED VEGETABLES which have had the moisture removed, without losing vitamins and minerals have been awarded the seal of the Good Housekeeping Institute. After soaking they swell up to normal size, and are similar to fresh vegetables after boiling or steaming. A packet small enough to slip into your pocket will give four helpings.

(Particulars of all these products can be obtained from the Editor, Woman's Page. Please enclose a stamped addressed envelope.)

Friendly Wives

NORTH END BRANCH

THE MEETING on March 1 at Fisher Hall, Whale Island, was presided over by our Chairman, Mrs. Rutherford.

Proceedings opened with the singing of the last verse of "Eternal Father," which was followed by short prayers conducted by the Rev. W. H. Keen, R.N.

We then had a very interesting talk on the life and work of a police-woman, given by Woman Police Sergeant Howard, of the Portsmouth City Police.

During tea the result of the gingerbread making competition was announced by Miss Baisley of the Southern Gas Board, who had kindly come to judge the competition. Out of a large number of entries, the following were successful: 1st, Mrs. Duke-man; 2nd, Mrs. N. Lovelock; 3rd, Mrs. M. Olding.

On March 3, fifteen of our members were invited to a Social Afternoon given by the Gosport and Fareham Branch at the Sloane Stanley Hall, Gosport, and they had a very enjoyable afternoon.

We were very gratified on hearing the splendid total made by Lady Creasey's Services Stall at the Red Cross Sale on March 3—for which a number of our members had made things.

Our next meeting, which will be on April 5, 2.15 p.m. at Fisher Hall, will take the form of a Social Afternoon. We shall be delighted to welcome at this meeting any Naval Wives who think they would like to join our Branch.

SOUTHSEA BRANCH

THE SOUTHSEA Branch have had a very social month. As well as their own meeting, some of the members were invited to a social afternoon given by the Gosport and Fareham Branch and to the meeting of the H.M.S. Vernon Branch. Many also attended the Red Cross Annual Fair on March 3, for which they had sewn or knitted over sixty items to contribute to the Services Stall.

At their meeting on March 14, the Southsea Branch held a Round Table Conference and general discussion on the affairs of the Branch. The Chairman opened the discussion with a short talk on the history of the Branch, and after the Secretary and Treasurer had read their reports, many helpful and constructive suggestions were put forward by the members, and discussed.

The summer outings are now being arranged, and there is great demand for seats in the buses. On May 18, there will be a half-day outing to Christchurch, through the New Forest, and Mrs. Robertshaw has very kindly said she will be at home to the members going on this outing and has invited them to tea at her house in Beaulieu.

On June 22, there will be a day outing to the Thames Valley.

Other attractions during the coming months are talks by a Beauty Counsellor and by an expert on flower arrangement, and also an entertainment and musical afternoon by the

members. Any wives wishing to join will be very welcome to come to any of the meetings, which are held on the second Monday in each month at Foresters' Hall, Fratton Road, at 2.15 p.m.

Because the second Monday in April is Easter Monday, the meeting this month will be on April 4, when there will be a Tea Dance.

H.M.S. VERNON BRANCH

A WHIST drive, organized by Mrs. F. Coxwell, was held in the Wardroom Annex of H.M.S. Vernon at 2.15 p.m. on Wednesday, February 23. Mrs. J. Grant presided and the Vice-Chairman, Mrs. R. A. Villiers, was also present.

The Rev. W. H. Browne opened the meeting with prayers, and, although owing to the bad weather, there were less members present than usual, the Whist Drive was an enormous success, prizes being won by Mrs. L. N. Buck, Mrs. R. S. Warren, Mrs. P. Neate and Mrs. C. H. Clarke.

Mrs. Clarke also most ably looked after the children present, and organised the serving of the tea, together with Mrs. Buck, Mrs. J. Riley and Mrs. A. Wait.

On March 3, Gosport and Fareham Branch kindly invited ten members to a Social, which was greatly enjoyed by all who went.

The next meeting on April 27 is to be a Hairdressing Demonstration.

There will be no Sewing Meeting on April 6 owing to the Leave period being in force, but there will be one on April 20 at 2.15 p.m. in the Wardroom Annex Guest Room of H.M.S. Vernon.

The Vernon Friendly Wives are to combine with Southsea Branch to man the Dockyard Creche from 12.30 p.m. to 5.30 p.m. on Easter Monday, April 11.

The first annual outing on June 8 will be to the Max Factor Factory at West Howe, outside Bournemouth, and the second on June 22 to Innox at Islington, when, after going round the factory and partaking of tea, a Barrier Demonstration will be given, and questions invited.

GOSPORT AND FAREHAM BRANCH

WE HAD rather a sad beginning to our March meeting—the announcement of the deaths of two of our oldest members, Mrs. Pudner, who had died in February, and Mrs. Howsego, who had died on March 2, only the day before our meeting. Mrs. Howsego had made such a wonderful contribution to our Trafalgar Club Fund, having collected over ten thousand ship half-pennies.

We very much enjoyed entertaining members of the three Portsmouth branches to a social afternoon.

Our next meeting is on April 7 at the Sloane Stanley Hall, Crossways, Gosport, at 2.30 p.m. We are being entertained by Dorothy Stevens' Children's Dancing Troupe. New members are always welcome and particulars can be had from the Hon. Secretary, Mrs. Thomas, 32 Anglesey Road, Alverstoke. Telephone: Gosport 8796.

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Portsmouth Command DRAMA FESTIVAL



H.M.S. Vernon's team, who won the Commander-in-Chief's Cup

THE ANNUAL Royal Naval Drama Festival was held at the Victory Theatre, Royal Naval Barracks, on March 16 and 17. Five teams from the Portsmouth Command competed for the cup. A sixth team from the Flagship Group of the Reserve Fleet was also adjudicated by Mr. Richard Baldwin, the adjudicator appointed by the British Drama League.

The Commander-in-Chief, who presented the cup to the winning team from H.M.S. Vernon, spoke of his own enjoyment in taking part in amateur theatricals in days gone by, and of his appreciation of the hard work involved. He also thanked Mr. Baldwin for his excellent adjudications and remarked that a measure of their success might be gauged from the murmurs of agreement that ran round the large audience as the adjudicator spoke.

Varied Programme

The programmes of the two evenings were widely varied, ranging from profound drama to absurd farce. Undoubtedly H.M.S. Vernon's choice of scenes from Ian Hay and Stephen King-Hall's "Off the Record" was very apt and a deservedly popular win. The two extracts were nicely introduced by the producer, Instructor Sub-Lieutenant Boardman. The Wardroom scene on board H.M.S. Marvel convulsed the audience and was notably well played by Pat Norwood as Lieutenant Lashwood, Victor Guy as the Sub, and Colin Clark as the astonished Wardroom Steward who was tipped by his new Commanding Officer. The second scene, in a rather mauve Admiralty House, Portsmouth, showed C-in-C., confidently played by Barney Kavanagh, and his tall and vacuous Flagg, Mike Hudson, wrestling with the confusion resulting from the exchange of identities of the M.P., played by Ronald Harris and Richard Emden as Lt. Cdr. Fraser.

The culprits were charmingly aided and abetted by Gwen Turney and Margaret Lamb as Susan and Jane. Our enjoyment of this entertaining comedy was heightened by the situation of the Commander-in-Chief sitting in the front row of the stalls, roaring with laughter at the perplexities of this C-in-C. (presumably borne on the books of H.M.S. Thespis).

Great Courage

Other contenders on the second night were H.M.S. Victory's "Operation Coldcure," a broadly coloured seaside postcard type of farce. Perhaps this lacked some of the polish of "Off the Record" but it was played with gusto, and Philip Charles was particularly good as Harold, while Wendy Elkin's Maggie lionheartedly tackled an exacting and exhausting role. As Alfred, George Lush had an uncomfortable time in bed, and the touch of the feathers particularly tickled the audience's fancy.

H.M.S. Mercury showed great courage in presenting a stylish production of J. B. Priestley's "Dangerous Corner," but this is a dangerous play for drama festivals. William Reid's Stanton was perhaps the best acting performance of the entire evening. Patricia Framer's Freda was also a striking performance; it seemed unfortunate, however, that she should have worn black when the three men were in dinner jackets. David Usher's Gordon was a little out of his depth. Eventually the play dragged and the audience, saturated by revelations of beastliness by the characters, took refuge from their embarrassment in laughter.

On the previous evening an equally difficult play, Sutton Vane's "Outward Bound" was bravely tackled by H.M.S. Excellent. But a ship-load of corpses proved slightly too much even for Whale Island's technical skill at funeral party drill. Good use of

coloured lighting was made in the last act and the players were successful in avoiding the dangerous corners of hysteria and embarrassment. Notably good performers were Sue Myerick's Ann and William Melly's Frank.

H.M.S. Dryad's potted thriller, "The Hollow," was possibly the least successful play of all. There were a number of reasonable performances, but it was almost impossible to identify the characters until far too late to care who had done it and, even less, for what reason. The set, though well painted, was cramped and moves were untidy and fussy. Mary Gascoigne was a gracious Lady Angkatell and Rosemary Jungius's Henrietta had style and polish.

Excellent Comedy

Possibly the best teamwork of all came from H.M.S. Cleopatra's "The Rehearsal," the Reserve Fleet Flagship's contribution, and ineligible for the Portsmouth Command Cup. By contrast with the elaborately constructed and painted sets of all the other teams, the scenery for this play was absurdly simple—one length of green bunting pinned across the back curtain. There was also a better use of front-of-house lighting in this play than in any other. Excellent comedy performances came from Peter Badger, Richard Beach, Brian Buckett, Colin Austin and George Ticehurst. Michael Collar's Shakespeare was convincing to look at and his delivery of Hamlet's advice to the players as the lights faded was a memorable moment.

The ninth of the annual series of R.N. Drama Festivals has gone by and Portsmouth Command's entries gave ample evidence of ability and enthusiasm. Once again the great importance of careful choice of play was demonstrated: extracts must be suitable, complete in themselves and, above all, they should be everything that is meant by the term "good theatre."

THE FAMILY

We have all heard the old saying "Blood's thicker than water." It means that a man will rely on his own family rather than strangers, and a man's family will rally round to help him when he's in a spot of trouble. In spite of all the jokes there are a great many chaps who have cause to be grateful to their mothers-in-law or "the wife's sister" when "the kiddie" was so ill, and we just couldn't manage by ourselves." And many a naval wife has turned to her husband's mother during a foreign commission and found comfort and support there.

But these things must not be all on one side. Sometimes you hear a man complain about a relation. "Of course we can never get out nowadays; the wife's got her old aunt at our place and she can't be left. I wish the old girl would hurry up and chuck her hand in." How many a man who says that sort of thing forgets the kindness that old aunt gave him and his new young wife when they were first married? Or even if they owe nothing to her, how many times have other members of the family lent a hand. Yes, there's no doubt blood is thicker than water but that goes both ways. We must not only turn to the family but expect the family to turn to us and gladly lend a helping hand when they do.

And there is another family we belong to where the same thing is true, although we often forget it; God's family. We Christians were adopted by God as members of His Family when we were christened. We therefore ought to be able to turn to each other whenever we need a bit of advice or help in just the same way as we turn to our earthly family. Only belonging to God's Family asks something extra. Our elder Brother Jesus Christ did not only help God's loyal children. He tried to help anyone in need. And God wants us to do the same thing.

Donald Keen.

Any Suggestions?

LETTER TO THE EDITOR

AS A regular reader of NAVY NEWS I would like to ask if it would be possible to increase the range of Competitions in your paper.

At the moment the Crossword competition is the only one available. I am one of the many who aren't keen on Crosswords, and would like to have

the opportunity to try some other form of competition, with or without prizes.

If I criticize I suppose it is expected that I should offer something constructive—but could you first find out what others think?

ABLE SEAMAN.

Navy News QUIZ

QUESTIONS

1. Name five famous books written in prison.
2. What is usually the oldest building in a village, and why?
3. If a monkey is playing with the letters of the word "EVEN," what are the chances of its arranging them in the proper order at the first attempt?

4. How far can a man whose eyes are 5 feet above ground level see on a flat plain? How high must he be to see 30 miles?

5. What is the origin of the nicknames "Tars" and "Limeys"?

6. Who were the first men to reach (a) The North Pole, and (b) The South Pole? When did they do it?

Answers on page 8

Have YOU a personal problem? . . .

ASK JOHN ENGLISH

WE HAVE been living in Hired Married Quarters, one (1) year next month.

On April 18—my husband will go on draft to H.M.S. Camberford c/o H.M.S. Osprey, Portland, Seaward Patrol Craft.

Will we be eligible for H.M.Q.'s at Portland? Also, will we be able to claim for removal expenses?

If this draft does not qualify us for H.M.Q.'s at Portland—will I be able to continue to live at this present address under the scheme?

Thanking you for a speedy reply as I am so perturbed about this matter.

In reply to your letter of March 8, from the information you have given me, I think the position will be as follows:—

- (a) You will be eligible to apply for a Married Quarter at Portland, but I understand there are few for sea-going personnel.
- (b) You should be eligible for removal expenses and disturbance allowance for the move to Portland.
- (c) You will not be permitted to remain in your present quarter.

MY HUSBAND, who is serving in H.M.S. Comus is due home in July this year, and has been told he will be returning on one of the five flights arranged from July 5 to 9, as yet he does not know which one.

I want to meet him if possible, and I wondered if you could tell me if there is a Terminus for relatives to meet homecoming drafts, and if so, where, and would I need to apply for a permit to do so?

In reply to your letter of March 3, personnel returning by air trooping from the Far East normally arrive at Stanstead or Blackbushe—the actual airport is not generally known until the aircraft is on the way.

They are then taken by coach to the London Assembly Centre, Goodge Street Deep Shelter, Tottenham Court Road, London, W.1, where they are dispersed to leave, etc.

Relatives may meet personnel at this Centre, and no permit is necessary, but knowing the vagaries of air travel, I should strongly advise against it, as delays and cancellations are frequent, and it is difficult to get any information about them, so that frustration or disappointment is frequently

the lot of those who attempt to meet air passengers.

MAY I be of help to the Fleet Reservist who was enquiring about an R.F.R. blazer badge (Portsmouth Navy News, March)?

I wrote to C. H. Bernard & Sons Ltd. at Harwich for an R.F.R. blazer badge and received, after nine weeks, a gold wire badge of the R.N. with the letters R.F.R. underneath. The cost was 30/6d.

I may add that the time of waiting was not due to bad service, but to the fact that there are not many requests for this badge.

Thank you very much for your letter of March 8 about the R.F.R. badge.

This will be of interest to many, and will be published in the next issue of Portsmouth Navy News.

NAVY NEWS

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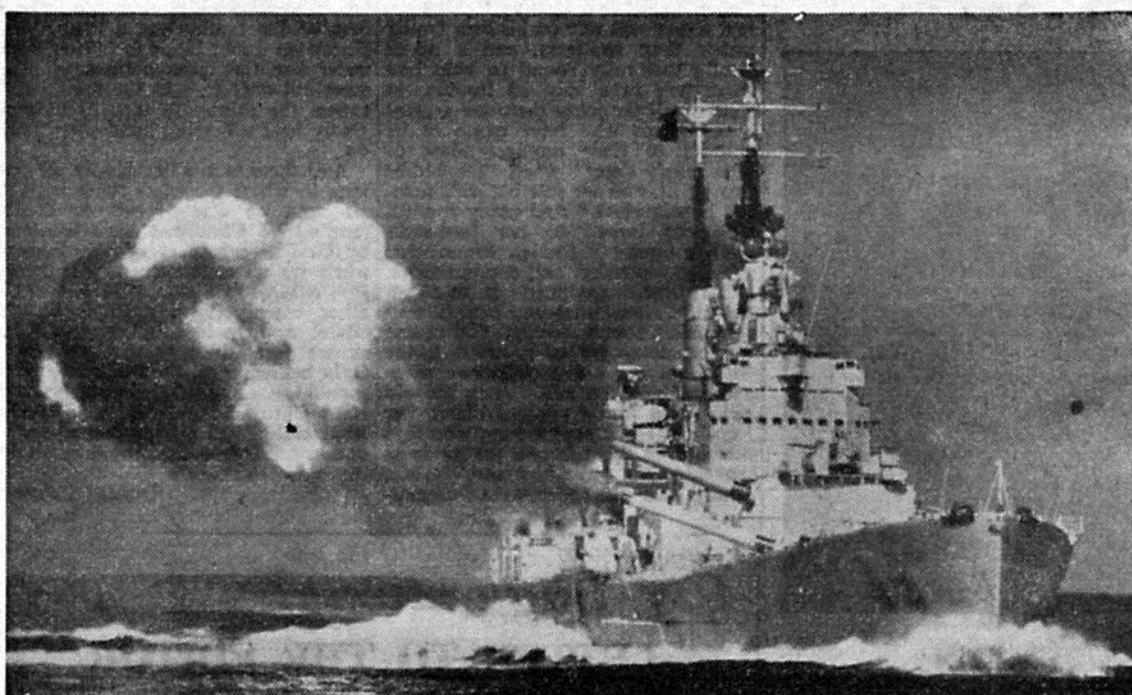
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FROM THIS

THE GUNNER



H.M.S. Vanguard firing 15-inch broadside

New Titles

Her Majesty the Queen has been pleased to approve new titles for ratings in the Engineering and Electrical Branches of the Royal Navy. The titles are as follows:

ENGINEERING MECHANIC BRANCH

Old Titles	New Titles	New Short Titles
Junior Stoker	Junior Engineering Mechanic	J.M.(E)
Stoker	Engineering Mechanic, 2nd Class	M.(E)II
Stoker Mechanic	Engineering Mechanic, 1st Class	M.(E)I
Leading Stoker Mechanic	Leading Engineering Mechanic	L.M.(E)
Petty Officer Stoker Mechanic	Petty Officer Engineering Mechanic	P.O.M.(E)
Chief Petty Officer Stoker Mechanic	Chief Engineering Mechanic	Ch.M.(E)

FOR MANY centuries, and until the development of the Torpedo in the last century, the gun was the main strike weapon of the Fleet, and in action the whole seaman complement of the ship served the guns. Since then, the ever-increasing complication of fighting at sea has brought in its train many other tasks for the seaman in action, but even today the majority of the seamen in nearly all classes of ship have Gunnery Action Stations. Some of these men will have had specialist training in the Gunnery School, but many have no Specialist Qualification at all; in fact the Gunnery Branch is the only one which uses, in action, seamen without a Specialist Qualification and indeed ratings of other branches also. All seamen when they first join the Navy, therefore, have a basic training in Gunnery.

Before getting on to the details of the structure of the Gunnery Branch, it is as well to have a look at the weapons with which Gunnery ratings have to fight.

The Weapons

As regards the guns themselves, these vary from the 40 mm. Bofors to the 14" and 15" turret guns. We find the Bofors in all classes of ship from the Inshore Minesweeper and Fast Patrol Boat to the Aircraft Carrier and the Battleship, in forms varying from a simple hand fed, locally aimed single barrelled mounting to an automatically-fed, radar aimed six-barrelled mounting. At the other end of the scale we have the heavy Battleship turrets, with 15" of armour round the gun houses, weighing as much as a Frigate and firing a shell weighing little less than a ton. At present, however, all but one of our Battleships are in Reserve.

The largest gun in general use in the active fleet is the triple 6" turret fitted in our cruisers, weighing 120 tons and firing a 112 lb. shell. The most widely fitted medium calibre guns are the 4" and 4.5", in Frigates, Destroyers and as the secondary armament of Cruisers. These, like the Bofors, vary in complexity, the 4" being loaded by hand and the latest 4.5" being loaded automatically.

In fact, we are in a stage of transition. We still have guns in service which demand good drill, teamwork and often brawn as well from their crews; we also have guns which are entirely power-operated but which rely on men to work the machines. Coming into service we have guns which are completely automatic and in which the shell is "untouched by hand" from the time it is loaded into the hoist in the magazine.

How they are Controlled

It is clearly pointless just to aim a gun at the enemy and loose it off.

Granted it must be accurately aimed, and this is done, and the gun fired by remote control, from a position high up in the ship clear of smoke and spray.

In addition both we and the enemy are moving through the water so the aim must be adjusted to allow for this in much the same way as the centre-half, himself on the move, passes the ball ahead of the outside forward speeding up the touchline so that, when he receives it, it fetches up at his feet.

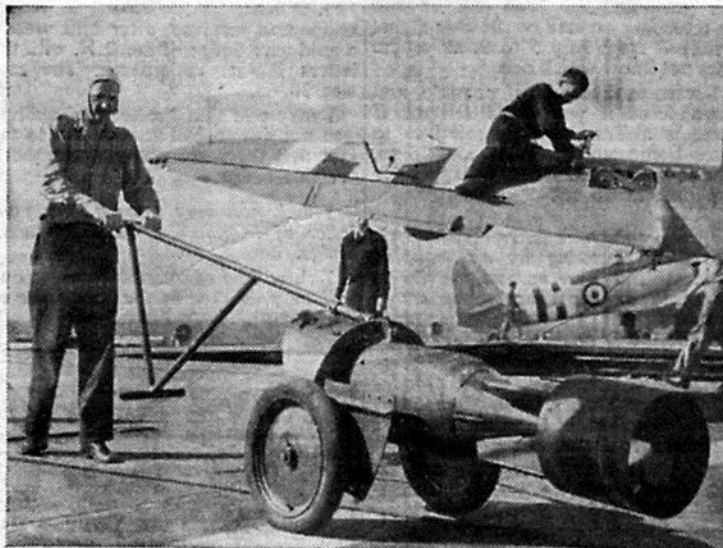
This is worked out in a compartment between decks from where, if the enemy cannot be seen from the position above decks due to fog or darkness, the guns may also be aimed by radar. If the ship is rolling and pitching, allowance is made for this on the same lines as it is done in the gun turret of an army tank moving over rough ground.

Before we can aim our guns we must know where the enemy is in all conditions of light whether he is a ship or a small fast aircraft. Special radar sets and associated equipment do this, so besides the gun mountings and turrets, we have positions which discover the enemy and indicate his position and also there are the aiming and calculating positions. In all of these there is a good deal of intricate and ingenious gear.

Who Works Them

At all these positions we find Gunnery ratings, working equipment of all types—electronic, electrical and mechanical. Each man has an essential task to perform, and all are members of a well-trained team. Success in a modern battle no longer depends on the skill and endurance of the guns' crews alone, but on every man in this team from the time the target is detected until the last broadside is fired.

So much for the Gunnery ratings' duties in operating the larger weapons. The introductory message by the Captain of H.M.S. Excellent has mentioned the traditional role of the Gunnery rating in Ceremonial ashore. Another important task of the Navy in peacetime is to provide at short notice well trained bodies of men to play their part in the cold war or to provide help in the event of earthquake, fire or disaster ashore. All Gunnery ratings are trained to take part in any landing organization, as members of a section, leading that section is the Platoon Petty Officer. Part of this training is, of course, in firing on the rifle range and training in the use of the Bren gun, the Mortar, the Machine Carbine and the Grenade. Proficiency with the rifle, however, is not the prerogative of the Gunnery rating only; it is part of the training of all seamen, but the Gunnery Branch was well to the fore in the very successful rifle team in the inter-service competition at Bisley last year, which won the coveted Methuen and United Services challenge cups.



A 500 lb. bomb, one of many dropped by H.M.A.S. Sydney's aircraft on Communist targets in North Korea, being manoeuvred into position for hoisting on to a Firefly's wing by a Naval Airman (Ordnance)

Forwards
CAPTAIN W. F. H. C. R.
Captain H.M.

OUR

IN August, 1954, the Admiralty stated in a responsible, henceforward, for the following:

All naval weapons, guided or atomic, launched, in the air, or above the surface of the sea, bombs or missiles employed by naval aircraft above.

This is a big milestone for us, comparable perhaps to the breech-loading rifled gun and proper fire. In what is popularly termed the "jet age" lot of

OUR B

Mere mention of Whale Island or the Gunnery School for many who haven't been there a picture of

Like most things in life there is an element of tradition. The Gunnery Schools have always set a high tradition.

They would be the first to disclaim any exclusiveness is one standard for the Gunnery Schools and another.

In such matters there is only one standard for the same time the officers and men of the Gunnery School. It is the duty of the more experienced of us to those public occasions upon which the Navy is before the public.

In order to do it efficiently and to enable those we must learn the tricks of the trade and do our share.

We all go through the hoop at the outset of our career, and enjoy on ceremonial occasions knowledge and training. If we look at others with the Royal Marines and the Brigade of Guards—to replace the success achieved by those we all at present.

The parade is, however, only part of our job—even the G.I. himself, while qualifying, spends a lot of time. If you turn to the rest of this article you will find you will have to guess to some extent the shape of jet propulsion and atomic power.

As a branch we have always kept our identity. The Gunnery Officer is qualified to command in a ship. With the exception of the Ordnance tradesman, all officers and men of the Gunnery of a professional seaman appropriate to their rank.

Following this principle, the Ordnance Engineering Branch specialising in Gunnery Equipment.

OUR R

Although we see to it that we keep busy and spend all our time at work or in study.

The Island has extensive grounds, gardens, a rugger ground, a hockey ground, tennis courts, gymnasium and cinema. We have our own Church, wherein lie our Roll of Honour and I wars. A full sports programme runs throughout dances, etc., in the canteen, Fisher Hall and the footbridge puts us in contact with all the facilities.

In spite of heavy boots pounding the gravel paths of life to have won the Command Drama Prize.

How the Branch is Organized

And now details of the men themselves. Like most branches in the Service we have three classes of rating, the first, second and third class, roughly corresponding to the substantive rates of Chief Petty Officer or Petty Officer, Leading Seaman and Able Seaman. We have three main branches—Quarters Rating, Layer Rating and Radar Control Rating; under the crossed guns on their arms they have the distinguishing letters "Q," "GL" and "RC."

The Quarters Rating does his duty on the gun itself or in the gun turret; such duties as Captain of the Gun—Breechworker—or operating some important machine used in loading it. The QR1 for example would be Captain of a 6" Turret and responsible for the efficiency of the 45 men in the turret's crew.

The Layer Rating is the expert "aimer." He might aim a single Bofors gun or a Destroyer's Director; an LR1 might be the Layer of a Cruiser's main armament Director and be responsible for the firing of a broadside of nine 6" guns.

The Radar Control Rating is the Gunnery Radar and Fire Control expert. The sort of jobs he does is to aim a "Daring's" Director by Radar, operate the equipment for pointing out the target to the Director, or operate a Fire Control Predictor. This latter job will be familiar to our older readers as that traditionally performed by Royal Marine Bandmen!

All Gunnery Ratings are eligible for advancement to officer rank in common with all the seamen branches.

Who Keeps the Weapons Working

All these ratings are "Users;" that is, they operate and fight the Gunnery equipment, but have comparatively little hand in its maintenance and in getting it to work. Gunnery maintenance will be dealt with more fully when we discuss the Ordnance Engineering Branch.

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ERY BRANCH

od by
UTHERFORD, D.S.O., R.N.
1. Excellent

JOB
 The Order that the Gunnery Branch was to be
 from ships or aircraft and designed to strike on
 at is, guns, guided missiles and aircraft guns,
 water.
 to the change from muzzle-loaded broadsides
 control equipment at the end of the last century.
 interesting work lies before us.

BRANCH
 Schools at Chatham and Devonport conjures
 of terminable hours on the parade ground.
 of both in this and a good deal of exaggeration.
 standard of discipline, drill and dress. It is their

right to these qualities or to suggest that there
 for the rest of the Service.
 the Navy as a whole and that is the highest. At
 y branch are the specialists in drill and ceremonial.
 o run others in these subjects, and especially for
 is seen in company with the other Services and

re instruct to show themselves to best advantage
 in the parade.
 our gunnery career from the Captain of the Island
 he confidence and assurance that comes from
 the standards are known throughout the world—
 we see that no new methods have yet been found
 present employ.

fact the Gunnery Training Manual shows that
 today in 11 at work on parade training.
 the variety of things we turn our hands to and
 e things to come in our new age of electronics,

a professional seafarers first and gunners second.
 ships and to do any seamanlike duty required
 officer, who is a highly specialised and skilled
 branch are qualified to perform any of the duties
 k rating.

er Officer qualifies as a Marine Engineer before

ERATIONS

at time does not hang on our hands, we do not
 facilities, including three soccer grounds, a
 boat sailing, miniature rifle range, Judo Club,
 uth of St. Barbara, the Church of the Gunnery
 Bk of Remembrance respectively of two world
 year. There is also considerable social activity,
 principal messes, and a few minutes over the
 a large city.

still have sufficient appreciation of the lighter
 Festival for four consecutive years!

earing Branch, but there are two
 further categories of seamen who assist
 in this work. These are the Quarters
 Armourer and Control Armourer,
 branches distinguishable by the letters
 "QA" and "CA" underneath their
 crossed guns. These men are seamen
 who not only fight the equipment but
 who help the skilled men—the ordnance
 artificers—with its maintenance.
 The QA's are trained to be completely
 interchangeable with the QR's and the
 CA's with the RC's as regards action
 duties, but they both receive in addition
 considerable workshop training,
 to familiarize them with the use of
 tools. Thus the QA's assist in the main-
 tenance of guns and mountings and
 the CA's in the maintenance of Radar
 and Fire Control equipment. It is not
 uncommon in the Fleet today to find a
 Petty Officer QA1 not only being Cap-
 tain of a destroyer's 4.5" turret, but
 maintaining it as well.

Who Trains the Gunnery Ratings

No mention has yet been made of
 the man at the top of the tree—the
 Gunnery Instructor. He, of course, will
 be familiar to all naval readers as the
 "G.I." or under his old title of "Gun-
 ner's Mate," particularly as a haunter
 of Parade Grounds; but apart from
 this small part of his job, he is the
 drill and operation expert of every
 piece of gunnery equipment and the
 Gunnery Officer's right hand man in
 training and organizing the gunnery
 team. Any gunnery rating of any cate-
 gory can become a G.I. provided that
 he has the necessary high qualities of
 leadership and power of command,
 has passed E.T.I., and has passed for
 Petty Officer. The gunnery world
 attaches great importance to keeping
 the standard at its traditionally high
 level.

Who is in Charge

As regards the officers; at the top is,
 of course, the Gunnery Officer, who is
 responsible to his Captain for the way
 the weapons are fought, their effi-

ciency, for training all officers and men
 in Gunnery Quarters and for training
 the Naval landing party. Under him
 he has the Gunner, a Commissioned
 Officer who may be selected not only
 from men with Gunnery Specialist
 Qualifications, but from any other
 seaman branch of the service.

The Ordnance Engineering Branch

And now for the men who are re-
 sponsible for the more highly skilled
 maintenance of the Gunnery Weapons.

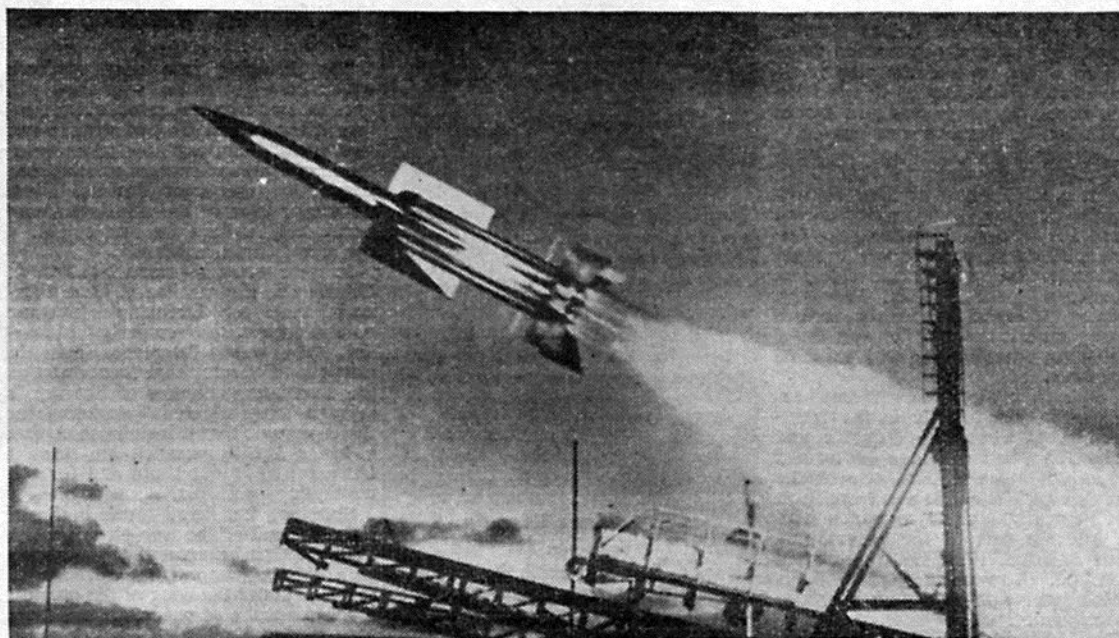
The ordnance artificer is the really
 skilled man and in common with all
 artificers in the Navy he does a two
 years course in "fitting and turning"
 before he starts his specialization in
 Gunnery and Torpedo and Anti-Sub-
 marine equipment—the latter being a
 fairly recent addition to his duties. Ow-
 ing to this addition and the increasing
 complexity of equipment, it is con-
 sidered that a knowledge of every
 equipment in the service is too much
 for one man, so he specializes in either
 "control" or "weapons," the total
 length of his initial training being five
 years, including one year at sea. Ord-
 nance Artificers are entered from two
 sources, the apprentices who enter at
 16 and so do their artificer training
 in H.M.S. Caledonia and their Ord-
 nance training in H.M.S. Excellent
 and H.M.S. Vernon, and the Direct
 Entry who do their engineering appren-
 ticeship ashore before joining the ser-
 vice. National Servicemen also serve as
 Ordnance Artificers. In the not so dis-
 tant past, the O.As. did all the main-
 tenance work, assisted by A.Bs., Q.O.
 (Qualified in Ordnance), who were
 really only Quarters Ratings acting as
 unskilled assistants. As equipment be-
 came more complex however, it be-
 came clear that we could not afford to
 have such skilled men as O.As. doing
 anything but work which made full use
 of their five years' training, and for
 this reason, the "Armourer" branches
 of seamen which were mentioned
 earlier came into being.

In charge of the maintenance of
 Gunnery and T.A.S. equipment and re-
 sponsible to the Gunnery and T.A.S.
 Officers, is the Ordnance Engineer
 Officer. He is an officer who has qual-
 ified as a Marine Engineer after two
 years in H.M.S. Thunderer and one
 year at sea, who possesses an Engine
 Room Watchkeeping "ticket" but who
 then specialized in Gunnery and T.A.S.
 He is assisted by Commissioned Ord-
 nance Engineer Officers—Branch
 Officers selected from the Ordnance
 Artificers. O.As. may also obtain
 "Direct Promotion" to Commissioned
 Rank—to Sub-Lieutenant (E).

Our Future Weapons

So much for Gunnery as it is in the
 Fleet today, but as was stated above,
 we live in a time of transition. Trem-
 endous developments in technology,
 spurred on by the last war, are upon
 us. In the air, our targets have more
 than doubled in speed since the war
 and so the time available to us to
 shoot at them is getting shorter and
 shorter. We are ever striving therefore
 to increase our rates of fire, to get as
 many shells into the air during the
 very short period of engagement as we
 possibly can. This calls for more and
 more automaticity, and in our guns of
 the near future—and even in some of
 the present—we find fewer and fewer
 men in the gun's crew. But those who
 are in the crew must be very skilled
 and well trained men.

We are striving too for even greater
 accuracy of aiming and prediction of
 the enemy's movements; in these
 spheres also equipment is becoming
 more automatic, and the day is fast
 approaching when the Gunnery Branch
 will only have places for very skilful,



This picture shows one of the new rockets taking off. It is being boosted up to its cruising speed by booster motors at the side. After a few seconds these drop off and the missile itself continues its course driven by a sustainer motor

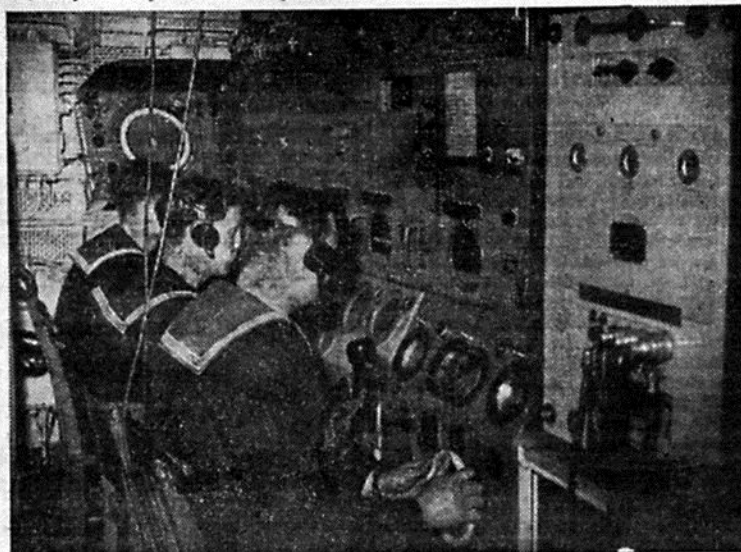
well-trained men. Automaticity
 replaces the unskilled man.

It has been announced in Parliament
 that the Navy is developing Guided
 Weapons for anti-aircraft use and that
 Special Guided Weapon Ships will re-
 place our older Cruisers. Guided
 weapons will need the same sort of
 crews to fire them; these too will be-
 long to the Gunnery Branch.

It is a common misconception that
 when the Navy has a guided weapon
 the gun will die a natural death after
 a long and honourable innings. This
 will not be so in the foreseeable future;
 there will never be enough guided
 weapons to give full protection to the
 Fleet and many attackers will find their
 way past the first two lines of defence
 —the piloted fighter and the guided
 weapon. These may be aircraft which
 release their weapons from outside
 effective gun range, but we must still
 expect massed attacks from close in,
 and against these attacks we must con-
 tinue to defend ships with the "long-
 stop" weapon—the gun. Also, the gun
 is still needed for surface action until
 ship to ship missiles are fully de-
 veloped, and for bombardment. Up to
 now, the responsibility for Air
 Weapons dropped, fired or launched
 from aircraft has rested with the Fleet
 Air Arm. The Admiralty has recently
 decided to give the Gunnery Branch
 responsibility for all such weapons
 that operate above the surface of the
 sea and one of our big tasks will be in
 maintaining these weapons and in
 helping the Naval Airmen who fight
 the weapons to get the best out of
 them. Some of the new weapons will
 themselves be Guided Missiles, so
 there will be more work of great
 interest and importance here.

Atomic weapons in the Navy are
 weapons whose use, shape and form
 we can only guess at, but when they
 come into general use in the Fleet, it
 will be the Gunnery Branch who will
 be responsible for them.

By reading some of the Sunday
 papers you may have gained the im-
 pression that in the coming era of
 "pushbutton warfare" there will be
 little future for the Gunnery man. It
 is hoped that this article will have put
 the matter in its true perspective and
 that we have shown that in the Navy
 of the future he will be well to the
 fore.



R.C.'s 3 operating Gunnery Radar Equipment

One Way of Looking at it

Each of the 133,000 officers and
 men comprising the Navy in the
 current year (1955-56) will have,
 during the year, on the average:

Drawn £60 in marriage allow-
 ance; cost the Admiralty £13 in
 employer contribution to his
 national insurance; cost £119 to
 feed and clothe; travelled at a
 cost of £44; used canteens and
 hostels to the value of £8; re-
 quired £11 to keep him well;
 absorbed £8 worth of education;
 employed £114 worth of research
 worker on scientific services, in-
 cluding Greenwich Observatory,
 and the production of charts.

The taxpayer will:

Keep trained for his future
 support £14 worth of reserves;
 provide £123 in pensions, etc., to
 his surviving predecessors; build
 and maintain ships to the value
 of £1,244 for him to fight, with
 £209 worth of armaments; spend
 £134 in buildings, including
 married quarters; pay £56 to-
 wards the cost of the staff at the
 Admiralty who tell the sailor
 what to do and where to go.

The average man will during the
 year cost the taxpayer a total of
 £2,560.

JUST LEAVING THE ROYAL NAVY?

A CAREER with interest and an invaluable opportunity for
 experience and advancement in a technical field of growing
 importance is offered to suitably qualified R.N. Personnel leaving
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 devices and servo mechanisms of various types. Applicants
 should have experience of work in an allied field together
 with a thorough engineering background.

TECHNICAL ASSISTANTS. Fleet Air Arm Specialists
 with good mathematics, technical knowledge—radio/radar
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ELECTRICIANS, for wiring and assembly of complex
 electronic circuits. Applicants must be highly skilled with
 knowledge of radio.

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 vicing the Company's products at home and overseas. Must
 have a really sound basic electrical training, both theoretical
 and practical; also a working knowledge of electronic servo
 mechanisms.

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 Officer, Air Trainers Limited, Aylesbury, some six weeks before
 they are ready to take up employment.

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AND
 INSTRUMENT
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 BUCKS

Sportsman of the month

THE NEW Year's Honours List 1955 cited C.P.O. James Kennedy as having been awarded the British Empire Medal for zeal and outstanding devotion to duty. To find the why's and wherefore's leading up to this citation it is necessary to go back as far as 1930 when his Naval career started.

Kennedy joined the Navy in January, 1930, being sent to H.M.S. St. Vincent. His boxing ability, already slightly developed by his father (an Army P.T.I.) and his school, St. Andrews, Brighton, immediately brought him under the eye of that able and experienced coach, C.P.O. Titcombe. Tipping the scales at 10 stone, serious boxing against the Old Gosport Boys' Club soon provided him with valuable experience.

For the next three years he was boxing continuously, firstly in the Marlborough, then in the Sussex and finally the Curlew, where he teamed up with Stoker Scott, one of the Navy's best Welterweights. It was from Scott that he really learned to punch with the knuckle part of the gloves, and when in June, 1933, he was drafted to H.M.S. Despatch, he had 22 fights behind him, with only two decisions against him.

The Mediterranean Fleet was at full strength during this period, and the fortnightly fights at Corrodina Canteen proved an ideal training ground. Soon he fought his way to the top of the Welter-weight column, and beat A.B. Evans for the title in the 1933 Mediterranean Fleet Novices.

Wonderful Effort

In 1934 C.P.O. Kennedy improved his position by being the runner-up in the Mediterranean Fleet Amateurs, and in 1935 at the age of 21, after five years of boxing, he reached the Welter-weight finals of the Mediterranean Fleet Open Championships. His opponent was the evergreen A.B. Algar, the man who subsequently trained Randolph Turpin. Kennedy lost, but only on points—it was a wonderful effort.

In 1936 in the Portsmouth Command Open, Kennedy was unlucky enough to draw A.B. Algar again, and once more lost narrowly on points. But the tide was turning, and in the next competition that year, James (Killer) Kennedy beat Algar on points to become the R.N. and R.M. Welter-weight Champion. After having boxed for the Command and the Navy against the Civil Service, the Army and the R.A.F., and having won the Navy Title, he looked forward to winning his weight in the I.S.B.A. Championships that year, but was drafted to the Mediterranean to H.M.S. Repulse in April, 1936.

After three knock-out victories in Gibraltar against Army opponents he went on in 1937 to win the Mediterranean Fleet Amateur Championship.

In 1938 Kennedy repeated this performance and also won the Mediterranean Fleet Open Championship.

One can hardly pass by Kennedy's fourth and last fight with the great



C.P.O. James Kennedy

Algar, a fight of which he is justly proud. He won on a knock-out in the third round, the only man ever to have beaten Algar by a knock-out, and so once more won the R.N. title in his own weight. Unfortunately during this contest Kennedy injured his hand, and again was unable to participate in the I.S.B.A. Championships. This was 1939, and of course the War was upon us.

During the war years Kennedy had 36 fights against all-comers, losing only two and then to heavyweights, but it kept him fit, and in 1948 he crowned his career by winning the Heavy-weight Championships of the Mediterranean Fleet in the Open Competition, as he could still make top middle at the time—this is a creditable performance.

Last Fight

His last fight was in 1952 at the age of 38 against that redoubtable fighter Yeoman Doubleday in the Light Heavy-weight Division, and won on points, so out of a grand total of 253 bouts he has lost only 37, and only two by knock-out. A truly great and lion hearted 'Battler' who in a glorious career has upheld the prestige of Naval boxing for so long, and is still a driving force in his present ship H.M.S. St. Vincent, where since 1950 he has trained no less than 28 champions, 19 R.N. and 9 I.S.B.A.

Kennedy has, throughout his Service career given loyalty and wholeheartedly a tremendous amount to Navy boxing, and recently has given very much appreciated assistance to the Gosport Youth Clubs. His unflagging enthusiasm, devotion to duty, and above all his willingness to devote so much time and effort to the training of the younger generation of the Service in all fields of sport is an example many of us could do well to emulate, culminating in the justly deserved award of the British Empire Medal.

Royal Naval Association

PORTSMOUTH BRANCH

IN LAST month's notes I drew the attention of readers to the Sale of Work which is being held in our Headquarters on Saturday, April 2; this will be opened at 3 p.m. by Mrs. Salter, wife of the Admiral Superintendent H.M. Dockyard, Vice-Admiral J. S. C. Salter, C.B., D.S.O., O.B.E. It should be noted that this is not a rummage sale, all the work having been made by the lady members. It was pleasing to note that Vice-Admiral and Mrs. Salter paid a surprise visit to our Headquarters, so let us hope that it is the first of many.

Though the building plans for the extension of the branch Headquarters have suffered a set-back, it is hoped that it will prove to be of a temporary nature, for as Burns said "The best laid schemes o' mice an' men gang aft a-gley," but fresh plans will be forthcoming for it is not considered to be a retrograde step and fresh plans for the future formulate and eventually take shape.

The friendship between our respective R.N.A. branches will be further cemented when the Havant and Portsmouth branches meet at Darts at the Havant headquarters on Thursday, March 24, followed by the return at Portsmouth.

The branch Benevolent Fund and its administration has not been previously mentioned in these columns and is very dear to the heart of the writer. The branch has an appointed Almoner and two sick visitors—one for the

BOOK REVIEWS

COMMANDO EXTRAORDINARY, Charles Foley. (Longmans, Green; 15/-)

"By bringing into play methods which have yet to be fully tried out, another war may be ended, almost before it has begun. Do not mistake me, gentlemen; I am not now referring to the new means of mutual annihilation created by the great Powers. I am thinking rather of the one instrument which will always be incalculable—the secret weapon, Man!"

In these terms is quoted Mr. Foley's *Commando Extraordinary*, Otto Skorzeny, chief of Germany's wartime special troops, the rescuer of Mussolini, "the most dangerous man in Europe." The quotation forms part of the concluding chapters of Skorzeny's story, a story which is interesting for three reasons: that it is unfinished, that it has a British parallel, and that it has a moral in our times and for our continuing problems.

Skorzeny has lived much in Spain since the end of the war—it is an odd sidelight that he entered that country on a Nansen passport, the advocate of violence under the wing of the greatest modern apostle of peace. He has from time to time been the subject of newspaper speculations, and it is suggested that such as he may eventually find congenial employment nearer home, once the German Government no longer finds it expedient to "turn a new face, pacific, decorous, upon the world."

The author, having told well the Skorzeny story, has appended details of his meetings with Skorzeny's British counterpart, Colonel David Stirling, head of the Special Air Services. It is in the way in which he weaves together the ideas of these two men that the moral is pointed, so that the fascination of this book lies, unusually, in the summing-up. A streamlining of military thinking and military morality is needed. War is, *mirabile dictu*, not a game of cricket. In the Middle

Ages the ponderous weight of a hundred pounds of armour made necessary the code of chivalry, an excuse for the opposing members of the knightly union to buckle on, strap up, screw tight, wind home and snap shut their clumsy accoutrements. In our own enlightened and democratic times, when the principle of the closed shop no longer applies to fighting, it has become effective and socially acceptable to hit the other fellow as hard and as rapidly as possible when he is not looking. Both overtly and by implication the canon of inviolability for the non-soldier, the politician, is denied. It will be the business of forces on the Skorzeny-Stirling model to "intervene before the fatal order can be given."

And, of course, moral apart, the Mussolini rescue is a first-class yarn.

TO ENDLESS NIGHT, Ewart Brookes. (Jarrolds; 10/6.)

When an author heads his work with a quotation from Dante's *Inferno*, one is entitled to expect a high standard of literary craftsmanship. That such a standard is not noticeably present in this novel is one factor bound to detract from enjoyment. A writer should be painstakingly careful—but Mr. Brookes has one of his houses trim and detached on one page and neat and semi-detached on the next. A writer should describe with restraint, discrimination and variety—but Mr. Brookes' characters all have "long, level glances," and his several barmen are "depraved but efficient psychologists" to a man. The numerous spelling errors, gaffes like "ingeniously" for "ingenuously" and the unwarranted economy in marks of punctuation may, in charity to the author, be blamed on the proof-readers.

This book has something; perhaps a foreshadowing of greater things to come. It is a tale of a ship launched in blood, a ship that kills or breaks

the men who sail in her. The background is authentic. But the author has forgotten, or has chosen to put aside, that useful dictum: "The proper study of mankind is man." Interest in the ship palls after a time. But no human character remains long enough with us to sustain our curiosity. The final impression is that we have been presented with a series of connected short stories in which a central theme is repeated and through which flit tantalisingly a number of people who are neither sharply enough defined for the short story form nor deeply enough analysed for a novel.

A SEAL'S WORLD, Frank Stuart. (Harrap; 12/6.)

An interest in natural history is becoming more widespread, if one can judge from the number of books which in recent years have arrived to illumine this branch of knowledge for the layman. In particular, advances in scientific method, the discoveries of the free divers and the vast harvest we are beginning to gather from the accumulating, patiently-sifted records of hundreds of unsung workers in their own sphere; all are combining to lay bare the secrets of the sea, on our planet the last stronghold of the unknown.

This book is a worthy successor to such rightly popular works as Rachel Carson's "The Sea Around Us." In cool, delicate prose, free of that sentimentalising which some writers so patronisingly use in dealing with the other animals, Mr. Stuart follows the wanderings of a harp-seal for the first years of her life from birth to mating. Her travels are further even than those of Ulysses, her adventures stranger. We see her now through the eyes of her enemies, now of her own kind. Never is there a glimpse of the bones of the story; all flows smoothly, with the sense of truth upon it. This is such a book as the reader, having hurried through it in fascination, must inevitably pick up for a second, slower savouring.

R.I.C.

Answers to Quiz on page 5

1. Some of St. Paul's Epistles. Marco Polo's account of his travels in the Far East. Sir Walter Raleigh's History of the World. Bunyan's Pilgrim's Progress. Oscar Wilde's De Profundis. First Stories of O. Henry. Hitler's Mein Kampf.
2. The Church, built of stone when other buildings were built of wood, and not pulled down to be rebuilt in a more modern style.
3. There are 4 x 3 x 2 arrangements of 4 letters possible. In this case there are 2 "e's," and so two of these arrangements will spell "even." The chances are therefore 1 in 12, i.e., 11 to 1 against.
4. About 3 miles, 400 feet.
5. "Tar" is short for tarpaulin from the jackets once worn by sailors. "Limey" because English sailors were once given lime juice for scurvy.
6. Dr. Cook claimed to have reached the North Pole in April, 1908, but his claim was discredited, and the honour was given to Peary, who reached there in April, 1909. The South Pole was first reached by Amundsen in 1912, closely followed by Captain Scott.

ladies who visit the sick members either at home or in hospital, bringing little necessities and assist in cheering up the members when they most need it, so don't forget shipmates to keep it alive and allow us to carry on with the good work.

HAVANT

THE CHAIRMAN of this Branch, Mr. G. Murphy, found it necessary to resign from the Chair at the meeting held on March 1. He was one of the earlier members of the Branch and had carried out the duties of Hon. Treasurer and Branch Delegate before being elected Chairman.

When he handed over the Badge of Office he particularly mentioned the spirit of comradeship and friendliness he had found in the Branch when he joined it shortly after leaving the Service. He said he would remain a member of the Branch although he was now leaving Havant for employment purposes.

The question of whether Increased Widows' Pensions for British Other Ranks, as announced on the wireless, will be applicable to the widows of Royal Naval Personnel is being taken up for one of the members. Assisting members with Pension queries is becoming an important feature in this Branch.



SUFFOLK.—Rooks have been worrying Eastern Electricity Board engineers in rural Suffolk. In the Framlingham district there have been seven unofficial power cuts and in nearly every case rooks are blamed, either for perching on the overhead cables or for causing short circuits by dropping nesting sticks across the lines.

FRANKFURT.—Frankfurt Zoo has appealed over the radio for a cat to act as foster mother to an African wild cat cub, whose mother ignored him. A black cat with a newly born kitten was chosen.

BUENOS AIRES.—Robert Maddalena, aged 13, who recently swam 23 miles in eight hours, is training for an attempt to swim the English Channel.

SINGAPORE.—A millionaire cinema magnate is among 39 men and women who went back to school here to learn how to make more money.

DERBY.—Of 74 applicants for Derby borough police force last year only 14 were accepted. The rest were two short, medically unfit or "educationally unsuitable," in fact, 60 were off beat.

SOUTH AFRICA.—South Africa is introducing compulsory flogging for first offenders in car thefts it was recently announced.

BARCELONA.—University students here are to erect a memorial to Sir Alexander Fleming, discoverer of penicillin, who recently died.

NEW YORK.—A four-year-old boy dived from a fourth-storey window here to show his brother how "Superman," the strip cartoon hero, flies in a television serial. He landed in a snowbank, 40 feet below and was pulled out by playmates. Doctors found no injuries.

SOUTHERN ITALY.—Five terrified Gallipoli fishermen said they had been chased into port by a 130-foot whale. The men said they were out fishing when the whale tried to tip the boat over with its tail. They fought it off with their oars and rowed desperately for shore.

ENGLISH CHANNEL.—The world's most unusual passenger ship—the 20,000 ton Southern Cross—has proved herself in the English Channel as not only the most unorthodox but also one of the best-behaved "ladies of the sea." With her anti-roll stabilizing fins operating, she cruised along without even a rattle of a cup or glass. There is almost complete absence of engine vibration. The ship will usher in a new era in the carriage of the not-so-rich people of the Empire. She will circle the globe four times a year, calling only at ports in New Zealand, Australia and South Africa.

KENT.—Old-age pensioners at Ashford, Kent, run a concert party that tours villages and hospitals. The woman producer is 64. A 71-year-old does a burlesque in a Hawaiian costume and the expert on the Highland fling is 65.

SITUATIONS VACANT

See Page 11

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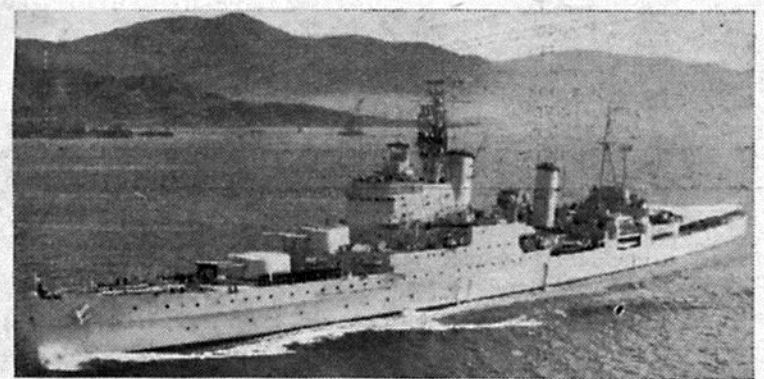
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COMMAND NEWS

H.M.S. NEWCASTLE

SINCE THIS is Newcastle's first contribution to the NAVY NEWS, a few remarks about our activities since leaving Pompey are obviously called for. We were the first ship to take advantage of the new Foreign Service commission scheme and on June 15, with Captain R. B. Honnywill in command, the new Ship's Company took over from "the last commission," for eighteen months in the Far East. After a brief fortnight to get to know the ship, we sailed for Malta and a strenuous month "working up."

By the end of July we had smoothed off all the rough corners and become ready for anything and on August 3 after the Commander-in-Chief Mediterranean, Admiral Earl Mountbatten had bidden us farewell (for which occasion he hoisted his flag in Newcastle) we sailed for Singapore where we arrived on August 24 after a two-day stop at Trincomalee en route.



The next three months saw Newcastle in Dry Dock refitting, during which time the Ship's Company were accommodated in H.M.S. Terror. Many of us were able to get away on Station Leave and managed to see something of Malaya, while others donned jungle green uniforms and went to help the Army in the war against the terrorists! The Royal Marines spent three weeks with the West Yorkshire Regiment and gained quite a reputation for themselves.

The refit was completed in very nearly record time and after all the usual preliminaries of storing and ammunitioning we left Singapore on November 21, still very untidy but a seagoing ship once more. After five days in Tolo Bay, just close to Hong Kong, where we cleaned up and painted ship, we steamed into Hong Kong harbour, feeling very smart indeed. Birmingham, our chummy ship was already there with other ships of the Far East Fleet who were beginning to assemble for the Fleet Sports and Regatta! The preliminary games started as soon as we arrived and it was soon evident that Newcastle was living up to her reputation when we won the finals of the soccer against the 3rd Frigate squadron, played at Happy Valley.

A huge chucking up party were on the scene early and the black and white Newcastle colours swamped the opponent's supporters, even Buster, the ship's dog, being dressed in black and white. After an early set-back the team rallied well and to the tune of the Blaydon Races (our own march) sung by the supporters we went on to win in grand style by 5-1.

The Rugby seven-a-side final provided plenty of excitement and it was not until well into extra time that we scored the vital try and beat Opossum 3-0.

Our Boxing team did very well and although they did not win there was only a two-point difference between Tamar, the winners, and ourselves, second.

The Regatta, held in Junk Bay, was very keenly contested and we came third in the Cock of the Fleet competition which was won by the 8th Destroyer Squadron. This turn of events did not last long however, for on returning to Hong Kong we swept the board in the Sailing Regatta winning every event, a fitting climax to a very successful month's sport.

Christmas was spent in harbour and all the traditional festivities were observed. Besides the usual "greenery," the Shipwrights and Electricians produced an illuminated star which looked most effective when fixed to a revolving radar aerial.

During this period in harbour, the Ship's concert party produced a second run of their pantomime Cinderella and the Forty Thieves which had been very well received in Singapore before we left. Once again it proved a resounding success and played to packed houses every night.

Together with Birmingham, we left Hong Kong on January 17 and on passage to Singapore completed a heavy training programme, especially in the gunnery world. Instead of going to the Naval Base, we anchored off Singapore City as this was to be an official visit of the 5th Cruiser Squadron. After three days in harbour during which time we met all our old friends and made many new ones, the two ships parted company, Birmingham sailing for Saigon with Rear-Admiral Gladstone, and Newcastle to the Port Dickson area on the Malayan West Coast where for the first time during the commission we fired the guns in anger. A number of terrorists had been hiding in the jungle here, and all efforts by the Army to locate them proving unsuccessful, the Royal Navy had been called in to assist. The destroyers Comus and Concord had already been bombarding and with Newcastle's six-inch guns to assist, the effect must have been very demoralizing.

ing to the terrorists ashore. We now await news of the result of our efforts. During the actual firing of the guns the ships side was painted in readiness for our next big occasion. We were paid a visit by the Sultan of Selanger, who showed keen interest in everything he saw and visited a turret to watch the crew in action.

After one night in Singapore, the Commander-in-Chief, Admiral Sir Charles Lambe, and Lady Lambe came aboard to take passage to Rangoon where the ship stayed for five days on an official visit, arriving on Tuesday, February 1. She is only the third Royal Naval ship to have visited Rangoon since the war, and the Ship's Company were most hospitably treated by the European community there. We were all rather loth to leave at the end of our stay, when Newcastle steamed south to Penang, calling in for a brief visit to the Niergin Archipelago (off the Burmese coast) en route.

Many of us had friends in Penang, who we had met on leave during the refit and this fact, together with the beautiful weather and lovely scenery, made our five days here a visit to remember. Several sporting functions took place and Newcastle acquitted herself well, being unbeaten in any of the games played.

Admiral and Lady Lambe transferred to the dispatch vessel Alert and returned to Singapore and later we were joined by Rear-Admiral Elkins who was to relieve Vice-Admiral Gladstone as F.O.2.

We arrived in Singapore on February 14 and berthed at the Naval Base where Vice-Admiral Gladstone came aboard to say farewell before returning to U.K. and on February 18 we hoisted the flag of Rear-Admiral Elkins—Newcastle had become the flagship at last.

And what of the immediate future? We return to Hong Kong on February 25 and about a fortnight later we sail for Japan and Korea. After hearing so much of the delights of Japan, we are looking forward to our visit with avid interest. As for Korea—well, we return to Japan, anyway!

H.M.S. HEDINGHAM CASTLE

WE SAILED from Portland on Saturday, March 19, to Portsmouth for leave. First leave commenced on March 21.

The journey down was quite uneventful, the only thing out of the ordinary was that we had a stowaway on board, a Black Cat, which joined the ship at Portland and is at present still on board. We sent a signal and discovered it belongs to H.M.S. Grenville. It seems that no transport has been laid on for it, so it will have one month on leave in Portsmouth, and will travel back with us.

After leave, we return to Portsmouth

and have four Duty Commands, on April 22, 26, 30 and May 1. We decided earlier to run Uckers and Crib competitions, and these will no doubt relieve the monotony when we are Duty Ship. Already the craze has begun, and the dice are rolling to cries of "Up blob," "Steam round on that one," etc.

Over to the more physical side of Sport. Our Soccer team, although it improved steadily of late, did not set the woods on fire in the Soccer League. Erratic form early in the season was the cause of our failure, we finished fifth in the league competition. We did however gain some consolation by defeating H.M.S. Undaunted (league and cup winners) in a friendly by four goals to one.

On March 12, Captain "D" visited the ship and after inspecting Divisions, he presented Long Service and Good Conduct Medals to C.P.O. Bodle and E.R.A. Field.

Captain "D" was in Chatham at the time of our ship's Dance, which was a huge success.

Is there any truth in the story that Stokers (sorry, Engineering Mechanics) are to be issued with White Overalls and addressed as "Sir"? If that is so, the Seamen will be putting in a strong claim to be "Upper Deck Technicians" and "Wire Manipulators."

May we wish one and all a very good Leave.

J. R. M.

VICTORIA BARRACKS

WE HAVE difficulty in maintaining consistent form with our teams owing to the constant ebb and flow of New Entries, but we are very keen and enter in as many sporting activities as possible. During the spring term we have maintained our position about half way up the U.S. Third Division Soccer League; we are in the final day of the Command six-a-side Hockey tournament having beaten Vernon "A" and the R.N. School of P.T. in the preliminary rounds; we have entered for and been knocked out in the second round of the Command seven-a-side Rugby tournament; the R.N.B. inter-divisional cross-country saw us well to the fore with our teams coming in first and third; and we came in equal second in the R.N.B. inter-divisional swimming gala.

Inter-part sport has been limited by lack of grounds but we run a parade ground hockey league and hope to extend our parade ground activities in the summer months with cricket, soft ball and volley ball.

Many New Entries have found themselves playing for us very shortly after joining the Navy, but we achieved our record the other day when a New Entry was on the field playing hockey within an hour of joining the Establishment.

J. E. HOLT,
Instr. Lt. Cdr.

H.M.S. ADAMANT

ALTHOUGH ADAMANT hasn't been to sea since last Christmas, we have a change of scenery coming to us during the last week of March.

We are to take part in the London-derry Joint Exercise, from the 22nd to the 30th; with a week-end in Bangor thrown in as a moral stimulant. Most of us abroad are looking forward to renewing old acquaintances—we first met during our ten-day visit last September.

We have led rather a quiet life since last leave but the submariners still come and go. Tally Ho has now left us for the more pleasant climate of the Mediterranean and new faces are seen aboard with the arrival of Acheron and Scotsman. The former have an enviable cruise around the South African and East Indies stations, starting in April.

Seascope, Sturdy and Thermopylae are due to arrive here in May and work up from Rothesay, whilst Aurochs, Sleuth and Tireless come as additions to the squadron.

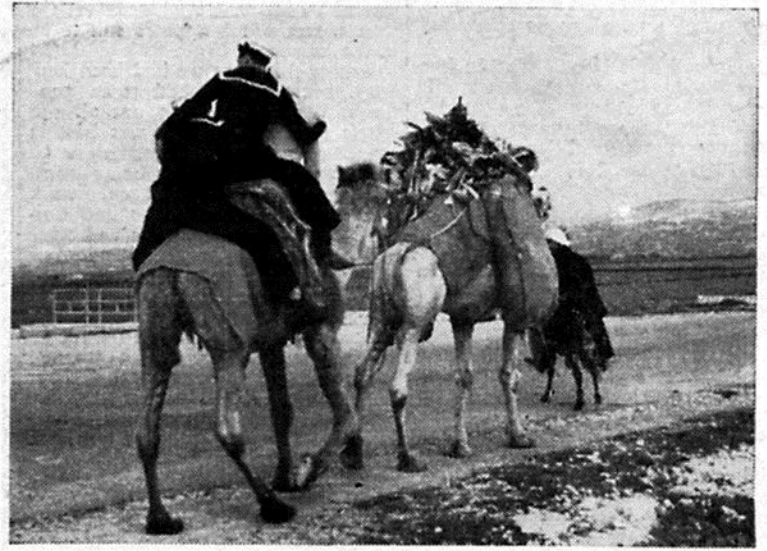
In the way of sport the Squadron Open Boxing Championship is now in progress. Bouts are to be fought out in the Fleet Club in the near future.

The Admiralty Floating Dock team won the Squadron Football championship after getting the better of the Submarine Spare Crew in the finals. The Boys' team did surprisingly well in the competition.

In the not too distant future, Adamant has a six day visit to Rotterdam and after a spot check, it's apparent that most are looking forward to the trip. Letter fodder will be plentiful for that quarter of the Ship's Company who have never been foreign before, apart from Rothesay of course...

"DENECK"

On the 'Dry' List . . .



H.M.S. BARON

FEW READERS of NAVY NEWS have ever heard of H.M.S. Baron. She is a Boom Defense vessel working in Trincomalee: her job is with moorings and buoys which are, from time to time, used to secure the more active Fleet units that come to enjoy the quiet and solitude of the East Indies Station. The maintenance work of these aids to navigation ensures that oil tankers and stores ships perform their duties in safety.

The crew of the Baron—English, Tamil, Singalese, Indians—despite the many differing customs and religions, which would give any M.A.A. a headache when organizing Church parties, work happily together as a team. The ship is clean and tidy—when it is realized that the cleaning of moorings and buoys is a messy business (marine growth is extremely rapid in the tropics) and that the ship is coal fired, then the team spirit and its results can be fully appreciated. Our motto is to get on with the job, to go anywhere—and to wish all NAVY NEWS readers, our friends and our messmates, well.

R.T.K. (P.O.S.M.).

H.M.S. EXCELLENT

THE MAD month of March has provided us with many topics for conversation on the Island, buzzes both authentic and unauthentic have kept us stirring; however apart from heavy speculation by the "Bullet Bosuns" regarding the care and custody of Atomic Bombs and what constitutes a fatal dose of radio activity, we have remained calm.

We are very pleased with the fine showing put up by our teams in the Command Cross-country. We congratulate our runners, in particular L./Sea. Haskell, Commissioned Master-At-Arms Pape, L.M.(E) Meadowcroft, A.B. Stokes, O.A. Smith, L.E.M. Brennan, who came home in 2nd, 3rd, 4th, 8th, 9th and 10th places and thus gave us an overwhelming victory with a total of only 71 points. The remainder of our "A" team and also our "B" team ran well and put up a cracking pace which brought the cup back to Whaley where it had not been since the spring, 1939.

In our Spring Bayonet team, C.P.O. Barnes has lived up to his energetic reputation in winning the individual championship; congratulations to a "good old un" and may his showing be an example to all juniors.

G.I.s. make very good actors. If you don't think so, look in on some of their socials. However, the highly professional performance of our Dramatic Society in this year's Drama Festival cannot be attributed to this. In fact, no G.I.s. took part; nevertheless a lot of very hard work has been devoted to producing "Outward Bound" and the cast deserve a lot of credit for a very entertaining show.

We have not seen very much of the 1955 Long Course this month—they seem to have found entertainment elsewhere, and although we realise they jump at every opportunity to escape from the Island they could have made a better choice than Salisbury Plain in this recent bitter weather! At Larkhill they were present at a tragic accident when a 25-pdr. breech blew out. I am sure everyone will join us in our expression of sympathy to the Royal Artillery over this unfortunate affair which caused the death of one gunner.

The Llewellyn trophy has once again been awarded to one of our Canadian G.I.s, Chief Petty Officer Lecuyer. This trophy is awarded to the best G.I. candidate of a course and we are delighted to see it go to the Royal

Canadian Navy, although we are becoming a little concerned that this gives them their sixth victory.

I feel I am not giving you all the Island news if I fail to introduce Rover, Rover is a gunnery dog—a "Bull Dane" of doubtful origin, but as dogs go, he is the biggest and the best. He is an old staunchion almost and is the idol of many an O.D. He bites G.I.s!

"GAITERS"

ROYAL NAVAL BARRACKS

Dry Cleaning Service

FROBISHER DRY Cleaning Plant has now ceased to exist as such. This plant was only really a steam spotting and pressing unit and in any case would not have lasted much longer due to age. A new Dry Cleaning Plant with some of the latest equipment has now been installed and this is being operated by the Welfare Committee. NAVY NEWS is assured that prices will be most reasonable. It is anticipated that demands for this service will be extraordinarily heavy just before Divisions and Pay Days, so potential customers are advised to come early in order to ensure that spick and span look the new Dry Cleaning Service will provide. You may bring your plain clothes by all means, but please—don't bring your wife's silk dress, etc., we can't cope with that. The address is K Block stairs adjacent to the Slop Room.

Cricket—R.N. Barracks XI

If it is not snowing, there will be a trial game of cricket on the U.S. Men's No. 1 ground on Wednesday, April 27 in preparation for the first match, against H.M.S. Dryad (away), on Wednesday, May 4.

An attractive fixture list, of about 40 matches, has been arranged. Most home matches will be played on the U.S. Men's No. 1 ground; one or two on the U.S. Officers' Ground. On Monday, Tuesday, Thursday and Friday of the week beginning Monday, April 25, a grass net in the U.S. Men's ground will be reserved for R.N. Barracks between 1700 and 1800. This net will also be available in later weeks, for R.N.B. practice.

There will probably be a R.N. Barracks cricket cap, for wear by those who turn up regularly to play for the Barracks.

There are no playing expenses and everyone is of course welcome to bring wives, friends, children, and even

Continued on page 10

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ROYAL NAVAL BARRACKS— Continued from Page 9

dogs or parrots, along as spectators, home or away.

Interested officers and men in barracks should please get in touch with one of the following:

Cd. P.T. Officer Gymnasium, Tel. 2629; C.P.O. Writer Chipperfield Dispersal Office, Tel. 2637; C.P.O. Writer Cudden, Rail Transport Section, Tel. 2876.

Copies of the fixture list can be supplied on request.

Please try to get your names in before you go on Easter leave.

Alpine Holiday

WE ARE looking forward to the musical comedy "Alpine Holiday" which is being presented in the Victory Theatre on Monday, Tuesday and Wednesday, April 18, 19 and 20. This show, which contains ten "catchy" and original songs, has only been produced once before and contains an entirely naval cast.

"VICTORY" DEBATING SOCIETY

THE "VICTORY" Debating Society has been a new venture in the barracks during the past month. Debates, held on Mondays in the Victory Hut, at 19.30, have started very successfully. Topics have ranged from "capital punishment" and "the colour bar" to less serious ones, such as "work is the curse of the drinking classes" and "diamonds are a girl's best friend."

In view of the encouraging response from all sections of the barracks, it is hoped that the society will continue its lusty growth after the period of Easter leave. This will depend on the support of all who are interested in debating, or who just enjoy listening to others. Whenever debates are announced in the future, everyone, whether they enjoy airing their views or are just silent members of the Service, will find the evening very invigorating and enjoyable.

H.M.S. UNDINE

BEING WITH the Home Fleet now for the first time and showing them just what Undine can do, we feel all the effort during our working up period has not been in vain.

Since we commissioned last November we have been going through our paces finding the faults, and we have certainly had them. Oh! How our Captain's words were true when he said "we would as being a new ship have teething trouble like a baby," and we feel now that period is almost over.

We did our working up period at

Portland, and Londonderry, trying to prove which was the better, the submarine or the new equipment on the ship, a fact which appears still to be in the balance.

During this time we had been kept busy, but we also had some good times. We were finding out all our sports parties, and who was best in rescuing cows from rivers. Before we left Londonderry, a cow being transported to Glasgow went overboard, and came between Virago and ourselves. After a horrible time and some good bare-back cow-punching by our buffer, we managed to get it out and on board Virago. There we saw some good drink disappear and the cow walk away none the worse off for its two hours' ordeal.

We returned to Portsmouth for our leave period and also for docking, when the first leave party went home, using dock yard punts to get them away from the ship.

A good leave was had by all, and we joined up with the Fleet at Portland, and now we are with them at Gibraltar, getting read for our trips to Leghorn, Monaco, Malta and naturally Portsmouth.

The sports teams already mentioned have paved a way through in some circles, especially the football team, which with the help of Virago proved too good for the 6th D.S. and Ocean at Portland. Now we are looking forward to this Saturday when we play in the final of the "King's Cup" and we are hoping it's going to be victory, but our opponents are Tyne/Apollo, so the result is very much awaited.

We of the Undine trust our friends in Portsmouth are not too snowed under, as we are hoping to show our sun tan on our return. It's best to be on a ship than a shore establishment.

H.M.S. SAINTES

AFTER LEAVING Portsmouth on January 17, we spent ten days in Portland before continuing our journey to Gibraltar in company with the Home Fleet. Our five days' voyage cannot be described as quiet by any stretch of the imagination. We had gales for the first three days and a very full programme of exercises all the time.

Our time at Gibraltar has been well filled with occasional days at sea for exercises—most of the time with real Mediterranean weather. We had the Commander-in-Chief Home Fleet with us for one day to watch the exercises. The Flag Officer Flotillas Home came and inspected us at Divisions on our first Sunday in Gibraltar and attended prayers afterwards. Weather in the middle of February was not at all good, but we now have the sun with



us again and hope it will stay with us during our visit to the South of France.

In the field of sport, we have had our successes and failures, and quite a number of matches cancelled due to unfit grounds.

The round of the King's Cup for soccer, which had to be postponed at Portland, was lost to Tyne and Apollo, the score being 1-5. We were fortunate in having L.Sea. Roote, L.Sea. Chilman and A.B. Martin picked for the first Home Fleet Soccer Trial. Of three ship's soccer games, we lost two and won one. The C.P.Os. and P.Os. of Battleaxe challenged our C.P.Os. and P.Os. and we suffered a severe defeat, 2-8.

Very little rugby has been played, but C.P.O. Poole has been picked for the Fleet Rugby Trial.

We lost the Hockey Cup match to the Darings. After an early lead, a mood of complacency settled in and after extra time the Darings won 2-1. Three men were picked for the Fleet Hockey Trial and Lieut. Freeman has been picked as reserve for the Fleet Match against the Gibraltar Combined Services. We lost all three ship's hockey matches.

We did well in the Home Fleet Boxing Championships. O.Sea. Maughan reached the final and after an extremely good fight, lost on points to the 1954 Mediterranean Fleet Champion. The 3rd D.S. finished third.

For Phase II of the Royal Tournament we entered a bayonet team, a Palmer Trophy Bayonet Team, and two individuals for foil and sabre. We lost the bayonet match to Bermuda 3-8. We beat the Darings in the first round of the Palmer Trophy but were ourselves beaten in the final by Bermuda. Lieut. Brewer and P.O. Wiseman came first and second in the sabre, and thus go on to Phase III. The same two came fifth and sixth in the foil event.

H.M.S. UNDAUNTED

H.M.S. UNDAUNTED, an Anti-Submarine Frigate Type 15 (ex U Class Destroyer) completed her conversion and commissioned at the shipyard of Messrs. J. S. White & Co., Ltd., at Cowes, I.O.W., on July 23, 1954. At the end of August, after sea trials, she joined the Second Training Squadron at Portland. Whilst being administered by Captain "D." Second T.S., the ship is actually on loan to the Underwater Detection Establishment at Portland, and her function for some time to come is to run for that Establishment, carrying out tests and trials on the latest Anti-Submarine equipment developed by their scientists. If found satisfactory, this equipment is eventually incorporated in Ships of the Fleet.

U.D.E.'s mandate of the ship commenced in September, and from then until November she was at sea on most working days, usually in the Portland area, but occasionally as far afield as Plymouth, and once off Ushant. The "Boflins" also come to sea to study the behaviour of their latest "gadgets" and it is a familiar sight to see civilians busily pulling equipment to pieces or hurrying from one compartment to another. They know the ship well by now and there

is a good spirit of co-operation between U.D.E. and Undaunted.

Before entering dock for a refit in November, a week-end was spent in Cherbourg to give everyone a change of scenery. This was a pleasant break from the rather monotonous Portland routine, only being marred by the weather.

Whilst in Dockyard hands a rug-making competition was held and we were fortunate in being able to enlist the services of the well-known actress, Miss Hy Hazell, as judge.

Contact has recently been re-established with the Mayor and Town Council of the Borough of Barking, who adopted the ship in their Warships Week, 1942, a few months before the keel was laid at Messrs. Cammell Lairds. Liaison was impersonal but strong in those days, and it was felt that it would be very interesting and of general benefit to both sides to renew our mutual acquaintance. Accordingly, on February 8, a deputation from Barking consisting of the Lady Mayor, the Mayoress, three Aldermen, one Councillor and the Town Clerk, visited the ship, had lunch in the Wardroom followed by a conducted tour of the ship in the afternoon. The visit was a great success and resulted in a "return match" being offered and accepted. This took place on Thursday, February 17, when a party of fifteen, consisting of the C.O., two Officers and twelve ratings, representing all branches and rates in the ship, went up to Barking and were entertained in the most generous manner by the Town Council, and shown round the Borough. It is true to say that contact has been well and truly re-established and most cordial relationships now exist. It is hoped that it will be possible to take some of their Sea Cadets (from the T.S.S. Undaunted) to sea for a day later on in the year.

The ship is now about to leave Portsmouth for her proper base at Portland, and in a month's time we hope to be even further afield for a period of real sunshine. Before sailing we hope to carry off the Second Training Squadron's Inter-Ship Football Trophy. At present we are top of the table with two matches to play, so our chances are good.

H.M.S. BELLEROPHON

Why "Bellerophon?"

IN 1949 it was decided that each Division of the Reserve Fleet should have a separate name, the Chatham group was named H.M.S. Neptune, the Plymouth group, H.M.S. Orion, the Clyde, H.M.S. Jupiter and our own, H.M.S. Bellerophon. From old Greek tales, Bellerophon was the hero who caught and bridled the famous winged horse Pegasus. In 1815, Napoleon made his formal surrender on board the battleship H.M.S. Bellerophon.

Visit of National Blood Transfusion Unit

During the early part of March, a National Blood Transfusion Unit visited the Reserve Fleet. This visit had been preceded by an intense publicity campaign by the Sick Bay asking for blood donors, and apparently this met with success, for 177 volunteers came forward. A letter has been

received from the National Blood Transfusion service thanking the Reserve Fleet for their response and the collection of 21 gallons and five pints of blood. All volunteers were given a "make and mend" with leave, in the afternoon of the visit.

Post Office Savings Bank

A talk on "Savings" given by a Post Office official has had encouraging results in the deposits made to the Post Office Savings Bank. Each "Pay" Friday services are available for anyone wishing to make use of this excellent form of National Saving.

Bus Service to Portsmouth Station

A double decker bus service for Reserve Fleet personnel has been instituted. Each Saturday, at 11.45, buses are available from the shore side of Whale Island bridge to Portsmouth (Town) Station. There is no charge for this facility and the expenses incurred are paid from available ship's funds.

G.P.O. Telephone

For the benefit of those wishing to contact friends in the Reserve Fleet, we would like to draw your attention to the fact that a G.P.O. Call Box is available on board and the telephone number is Portsmouth 71276.

H.M.S. FLEETWOOD

AFTER A silence of four months, this 'ere Home-Port-Service-Seagoing-Stonewalled-Frigate is piping up again with a few more insights into this barrack-time routine. We have just completed a 4,000 miles trip in 24 days (all in the interests of science of course). We felt a bit safer this time because H.M.S. Boxer lent us a shipwright in case we suffered any damage to our "brickwork." However, although we got our "main gate" splashed several times, the services of "Chippy" were not required.

We left Portsmouth on February 8 and caught up the remains of a gale which cleared the cobwebs—and us. We entered the Bay of Biscay on 9th and stayed there going round and round in circles for four days—but unlike the proverbial Woozulum bird we did not disappear anywhere... we rather expected a "bashing" at this time of the year but we got away lightly. We then spent five days crossing the Atlantic to the Azores. Again we were lucky as the weather was behind us all the time. It did of course cause an alarming roll with winds reaching 45 miles per hour and following seas of up to 30 feet. We did on one occasion reach a maximum roll of 32 degrees. We fully realise that in days gone by our destroyers used to scoop up seaweed with their yards but after all this was barrack-time. (We could not lodge an official complaint because our shop steward was seasick). One large and playful sea reared over the quarter-deck, crept quietly along the upper-deck, poised over the open Wardroom hatch and then hurled itself into the Wardroom to the intense surprise of the assembled officers. We are given to understand that Midshipman Skinner is the only officer in the Royal Navy to have entered on his certificates—"passed swimming test in Wardroom."

We arrived at Ponta Delgada on February 18, spent two quiet days there and then sailed for Lisbon. The first day out was flat and we were able

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ACCOMMODATION, suit married couple: double bedroom, kitchen-dinette, own cooking facilities, share bathroom.—Brown Eaves, Langstone Road, Havant.

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TWO PLEASANT ROOMS, furnished, in quiet bungalow, country surroundings, very comfortable, everything for use, 5 minutes from Southbourne Station, no children.—Woodbine, Breach Avenue, Southbourne, near Emsworth.

BEDROOM AND SITTING-ROOM to let, use bathroom and kitchen, 10 minutes from Portsmouth by train; £2 per week.—19 Fourth Avenue, Denville, Havant.

FURNISHED, 2 bedrooms, 1 sitting-room, use large kitchen and bathroom, child school age taken.—38 Shearer Road, Portsmouth.

HOUSES TO LET FURNISHED. Periods one or two years. Reasonable rents to good and careful tenants.—Apply Hillary & Co., Chartered Land Agents, Petersfield 239.

SELF-CONTAINED FURNISHED FLAT, becoming vacant middle of April: sitting-room, bedroom, bath and toilet, kitchenette; 24 gns. per week.—Miss Stallard, 31 Pretoria Road, Southsea.

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FURNISHED ROOMS TO LET, suit couple, no children.—94 Walden Road, near Whale Island, Stanshaw.

TWO FURNISHED ROOMS TO LET, clean and comfortable.—12 Liverpool Road, Fratton.

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COTTAGE shortly available for letting unfurnished in grounds of country house near Wickham, Hants; low rent to naval or R.A. pensioner in exchange part-time work as gardener.—Apply Lieut.-Cmdr. Bazalgette, Glebe House, Newtown, Fareham, Hants.

FURNISHED ACCOMMODATION, double bedroom, kitchen-dinette, own cooker, large sink unit; garage; suit couple and infant.—Write Box ABCs, or phone Havant 411 before noon.

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HOUSES FOR SALE

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HIGHBURY ESTATE. Terraced house, beautifully decorated and completely furnished with new modern furniture; house and furniture together, £2,450.—Write 69 Hawthorn Crescent, Cosham.

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CENTRALLY SITUATED. 8-roomed house, good decorative order, with fitted bath, long garden.—Apply 142 Sultan Road, Portsmouth.

HIGHBURY ESTATE, COSHAM. Conveniently situated main road, well-appointed 6-roomed house, modern, tiled surrounds, gas and electric points throughout, large brick workshop.—Apply 17 Edgerley Gardens, Cosham.

HOME LEA, STAKES HILL, WATERLOO-VILLE. Comfortable home, 5 bedrooms, 3 reception, 4 smaller rooms, suitable for extra bathroom-laundry room, etc.; originally two homes; easily convertible or ideal for elderly parents living separately under the same roof; half-acre fertile garden, greenhouse, garage; bus stop at door; convent school opposite; country aspect; £3,450.—Apply above address. Phone Waterloo 2161.

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STUBBINGTON (near Lee-on-Solent and Collingwood, Fareham). Semi-detached bungalow (built 1953), comprising large lounge, 2 bedrooms, bathroom, kitchen (Ascot multi-point sink unit, dresser), Marley tiles, well-stocked garden front and rear (lawns, fruit bushes, etc.), concrete paths, garage, gravel drive, double gates, shed, low rates, well papered and decorated throughout, lino as laid, curtains and fittings; £1,900.—Write Box ABC7.

FOUR-ROOMED COTTAGE, electric light, tiled fireplace, fitted bath, good condition throughout; £450. freehold.—View evenings, 5 John Street, Gosport.

DENVILLES, near Havant. Detached residence: garage, 4 bedrooms, bathroom, w.c., nicely planned garden with outdoor w.c., 2 reception rooms, kitchen with Esco cooker and hot water; £3,000 or near offer.—Tel. Havant 495.

BAY AND FORECOURT. 2 bedrooms, 2 reception, kitchen with fitted bath; garden; £1,200 or near offer.—3 Dover Road, Copnor.

53 AGINCOURT ROAD, MILE END. 3 bedrooms, 2 reception, dining-room, kitchen with bath; tastefully decorated throughout; sound condition; vacant August.

FOR SALE, modern 6-roomed house, garage space, excellent condition; £1,596 or near offer.—Evenings or week-ends, 44 Chantry Road, Gosport.

FREEHOLD HOUSE, forecourt, sunny corner; 3 bedrooms, 2 reception, bathroom, kitchen; vacant April or May.—Apply M. S. Cottrell, 107 Stanshaw Road, Stanshaw, Portsmouth.

FOR SALE—GENERAL

BOOKS.—Inquiries welcomed for new and second hand books; all subjects.—Seafords, 7 Pearl Buildings, Portsmouth.

TRADE

GOSPORT, LAWSON & COMPANY, Estate Agents, have in recent years assisted a great number of naval personnel to purchase suitable properties in the district. Enquiries welcomed and personal attention given without obligation. Mortgages arranged at present 95 per cent. up to purchase price £2,000. A selection of modern houses and bungalows from approximately £1,500 upwards available with deposits of approximately £75 upwards. — Offices, 9 Brockhurst Road, Gosport. Phone 89566.

DO YOU DESIRE HOUSE OWNERSHIP? Why pay excessive rent? House purchase with endowment assurance with reduced premiums by naval allotment ensures security for the future. —Write for full particulars, without obligation, to S. V. Norris, "Gwenlyn," Beechwood Avenue, Waterlooville, Hants.

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SITUATIONS VACANT

TANGANYIKA. Power-house shifts men required for Mining Company's power plant in Tanganyika. 21-year contract; one month's paid local leave per year, four months' paid home leave on completion of contract. Initial salary £60 per month, £65 after six months' satisfactory service; free quarters, light and water. Passages paid.—Applications to: Wilkins and Devereaux Ltd., Trafalgar House, 11 Waterloo Place, London, S.W.1.

THE BRIGHTON EQUITABLE CO-OPERATIVE SOCIETY LTD. have vacancies for capable men desirous of making a career in the Dairy Industry. Large modern mechanised plant. Six-day week of 44 hours. Commencing wage approximately £8 per week. Excellent conditions of employment.—Apply: Dairy Manager, 23 Hanover Crescent, Brighton.

SOUTHERN INSTRUMENTS of Frimley Road, Camberley, are anxious to contact personnel leaving H.M. Forces with experience of electronics for wiring, test, experimental or design work. Good rates. Sick benefit scheme. Five-day week.—Apply: W. P. Shead, Works Manager.

COOK, male or female, resident or non-resident, required for permanent post at St. Albans City Hospital (378 beds), 20 miles from Central London. Wages per 48-hour week: Male £7 8s., female £5 15s., plus extra payment for Sunday and holiday duty and to holder of recognised cookery diploma. Where post resident, a charge of 38s. per week is made to male and 37s. 6d. per week to a female.—Applications stating age and experience to the Group Catering Officer, St. Albans City Hospital, Normandy Road, St. Albans.

MR. AND MRS. LAMBERT require retiring P.O. or Rating to run small modern house—ex-manservant just retired after 30 years' service—excellent home for right man; own sitting-room; good off-time; bachelor or widower; must have first-class references; fare paid for interview.—Cotswold Lodge, Motcombe Road, Branksome Park, Bournemouth, Hants.

SITUATIONS WANTED

YOUNG naval couple, baby 1 year, urgently require self-contained furnished or unfurnished flat, Southsea. Own linen, etc.—Write Mr. Little, c/o 19 Wilberforce Road, Southsea.

H.M.S. FLEETWOOD— Continued from Page 10

to assemble our collapsible billiards table and cut the grass on the for'd lawn. (Some of us wrote letters to our mothers asking them to buy us out.) Then, on with the roll again for four days and nights. The Q.Ms. got the sharp end of many tongues especially from the Wardroom Chef who finished up in the coal bunker with a plate of pancakes wrapped round his neck, but they did very well for all that. The Leading Chef in the Ship's Company Galley was heard to say to his assistant: "Next time that potmess passes you, give it a quick stir."

We arrived at Lisbon on 24th and spent five enjoyable days there, with sightseeing tours laid on and two soccer matches against local teams—which we lost to the tune of 2-0 and 8-0. We sailed for Portsmouth on March 1, arriving on 5th to be welcomed by the Customs people, who were very kind to us however. So ended another trip for the book.

We would like to take this opportunity to say 'Farewell' to our old Commanding Officer, Lieut.-Cdr. C. M. Stocken, D.S.C., and 'Hallo' to our new Commanding Officer, Lieut.-Cdr. C. E. S. Beale.

And so from the flower-gardens of the Dockyard where we now lie with other 'unfortunates' we bid you a sailor's farewell with the information that our 'Barracks' has done 12,595 miles in the last five months sea-time (it's enough to make a shepherd beat his dog).

P.S. I have just been handed a buff coloured sheet of paper headed "Draft Order" which informs me that my barrack time has ended and I must now get some sea-time in . . . all comes to those who wait, especially those who open their 'gate.'

Count So-Vile.

In Memoriam

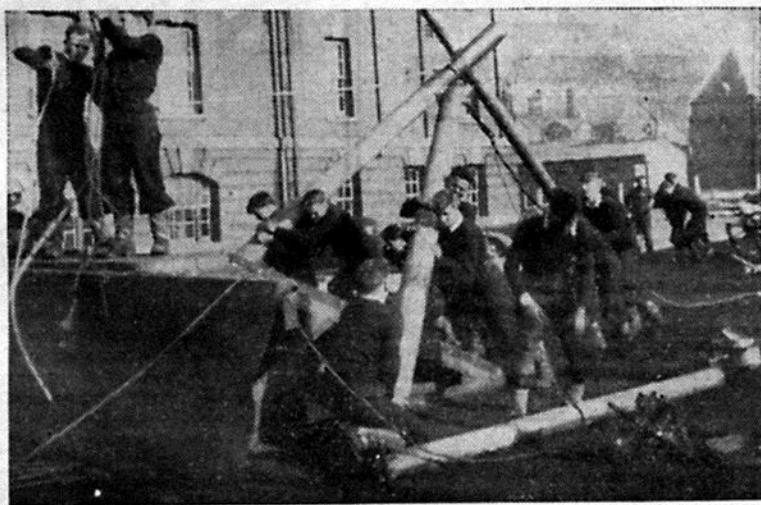
J. G. METCALFE, Writer, P/M 925740, H.M.S. Daedalus. Died February 27, 1955.

K. J. ELLIOTT, A.B., P/SSX 889829, Newcastle. Died March 4, 1955.

J. N. JOHNSTONE, L.S.A. (V), P/MX 850334, Victoria Barracks. Died March 11, 1955.

R. A. G. SNELOCK, A.B., P/SSX 883446, R.N.B. Portsmouth. Died March 11, 1955.

COMMAND FIELD GUN CREW



THE PORTSMOUTH Command Field Gun Crew are now half way through their arduous training for the competition with the other Commands at the Royal Tournament. There are now 50 men under training, selected from over 250 Volunteers from all branches, and ratings, in the Command. From these 50 men will be produced the 18 who comprise a guns crew, to represent Pompey.

Run Described

A brief explanation of the run will perhaps be of interest at this stage. The run is representative of the kind of action these guns might have been involved in more than 50 years ago when they were in Naval Service. Incidentally they did great work in the South African War, and earned the great respect of the Army. The run is in three separate and distinct parts; the Advance to the First Action, the Retirement to the Second Action, and finally the Run Home. The Advance has to go over the "Home" wall, cross a 28-foot wide chasm, and negotiate the "breach" in the "enemy" wall. The Retirement involves coming back over the "enemy" wall and back across the chasm. Finally the Run Home involves bringing the gun back through the

breach in the "Home" wall and back over the finishing line.

The walls on this course are 5 feet high, and the holes, or breaches, in them are only 4½ feet by 2 feet—just large enough to permit the passage of the gun. Six men have to lift nearly 12 cwt. of gun and carriage over the wall, the gun barrel alone weighing 8 cwt. Even the wheels, which to the casual observer look quite light, weigh 120 lbs.

Devonport Record

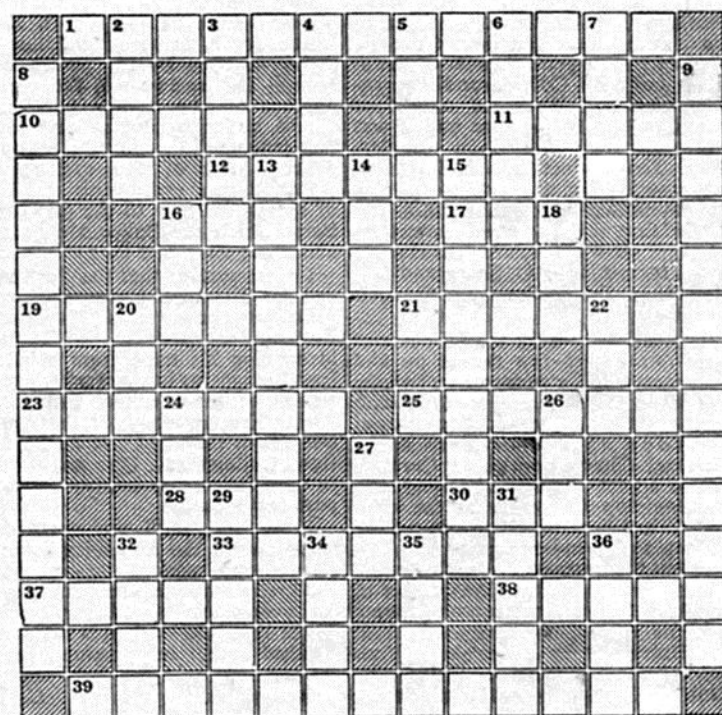
The fastest time on record for this course is 3 minutes, 21 4/5 seconds, set up by Devonport in 1953. In that time 18 men moved a ton of equipment over nearly 200 yards with obstacles—a notable feat. This obviously requires great strength, agility, and brains, and of course, a very high degree of training and perfect drill. The pace is fast, and frequently dangerous, and so all the men involved must think fast and work accurately.

This year Portsmouth Command is going to show that its men can do all these things just that bit better than its opponents. Our hopes are very high that we will bring back to Pompey—for the first time since 1949—the three cups for which the crews compete at Earls Court.

Navy News Crossword—No. 9

A prize of one guinea will be given for the first correct solution to be opened on April 21

The winner of the March issue Crossword is:
P. L. Simmons, Ch. Elec., Elmhurst, East Hill Road, Ryde, I.O.W.
to whom a cheque for one guinea will be forwarded.



CLUES ACROSS

- Pip cycles in T.T. (anag. 7, 6).
- An extended lake is strange (5).
- No sun-worshipper's dance (5).
- In a race, the — is not a — himself (7).
- Tree or its remains (3).
- A deposit sounds as if it's owing (3).
- Plant with no fixed roots? (7).
- Forerunner of the automobile era? (7).
- Happened? (4, 3).
- Presumably a costume from after the first Christmas (7).
30. Slightly "hot" in each case; together comfort (6).
- Do this to what the doctor listens to, for the ambulance (3, 4).
- Goes off (5).
- Enough resulting from an arboreal emblem of Empire (5).
- Result of having too much fat on the range? (5, 2, 3, 3).

CLUES DOWN

- Weight of jockey without a rein (4).
- Pushing rogues? (5).

- Quite a thought, and 50 more would be fine (4).
- Football craft (4).
- Return of colloquial cash before the soldiers (5).
- The opposite of outst? (4).
- Prepared calculator? (5, 8).
- No surgery ties? (anag.). It's relative, anyway (7, 6).
- Treble (9).
- Fight in a boat? (3).
- Two boys get together. In — clothes? (9).
24. Head of a saint is at the head of a lady humbler than a saint (6).
- Given name of a rebel (3).
20. Relatively quiet (3).
- "Weapon that came from Persia," Xerxes said (3).
- See 16.
- Very easily consumed liquor (3).
- 27, 35. Hutton now starts to be easy-going (7).
- Exceptions in waste land (5).
- Stop right here (5).
- Testament of a playwright? (4).
- Painter from the Irish Parliament (4).
- See 27.
- Harbour known to R.L.S. (4).

SPORTS PAGE

RUGBY

Navy beat Army

ON THE first Saturday in March each year the Navy XV has the time-honoured fixture with the Army XV at Twickenham.

This year the Army were strong favourites, with a team which included six internationals and a couple of outstanding Rugby League players. But the Navy side was in great heart, and not in the least dismayed by the talent opposing them.

On a cold but dry afternoon the match was watched by H.M. The Queen, the Duke of Edinburgh and the young Duke of Cornwall, who was seeing his first game of Rugby and who continued to plague his parents with questions throughout the match.

From the beginning the Navy went into the fray with a vigour and dash which was a joy to see. Their doughty opponents no sooner had the ball than they were brought down fast and with little ceremony.

Sub-Lieut. Penney, one of the Navy centres, was soon in evidence with a clever kick from play in the loose, which carried the game into the Army 25. But the Army relieved with a fine rush and Jackson, after a bout of passing, was forced into touch only a few yards from the corner flag. A penalty to the Army followed, but Edwards missed the kick at goal.

Army Ahead

The Army were getting the ball consistently in the tight scrums, and after half hour's play Bazley opened the scoring by coming in cleverly from the left wing and cutting through fast to score a few yards from the right post. Edwards failed to convert. Right on half time the Navy drew level with a penalty goal kicked by Mainwaring, the full back.

The second half began with the Army missing a penalty from a not too difficult angle. From then on the Navy took charge, and there was one splendid team effort when half-a-dozen men handled and took the ball to the Army's line. The Navy forwards were showing what a fast and virile

pack they were, with Waldron, Jenkins, Moir and Valentine in the van, while the Navy outsiders, though not getting as much of the ball as the Army three, were tackling with deadly effect. In this respect Bemrose and Carne were especially noticeable, and Pearey was only a little wide with a good drop at goal.

Then ten minutes from the end came the Navy's reward for their continuous pressure. Pearey punted ahead to the left and Bater gathered the ball beautifully. Away he raced, but finding himself being cut-off by three opponents, he cross kicked towards the posts. The ball rolled over the line, and up streaked Prosser, the Navy wing forward, who just beat two Army men for the touch-down. Mainwaring converted this splendid effort.

Navy Fighting Spirit

The Army fought back valiantly and gave the Navy some anxious final moments, but the Navy hung on and kept them out, making the final score a goal and a penalty goal (8 points) to the Navy and a try (3 points) to the Army.

It was a magnificent effort on the Navy's part and proved how a team imbued with the fighting spirit and the will to go all out the whole time can outmatch the strongest side.

Much praise is also due to the Navy sole Selector, Captain J. C. Dalglish, who has blended his men into such a fine team.

Team: 2/Lieut. Mainwaring, R.M. (Theseus); Surg.-Lieut. A. S. Bater (R.N.H. Haslar); Sub-Lieut. A. Pearey (R.N.C. Greenwich); 2/Lieut. S. R. Bemrose, R.M. (Theseus); Sub-Lieut. R. F. P. Carne (Royal Arthur); E.R.A. R. McMenemy (Cumberland); Lieut. H. C. Redrobe (Eagle); Stoker R. G. Waldron (Raleigh); Inst.-Lieut. G. P. Thomas (Pembroke); 2/Lieut. J. J. Rainforth, R.M. (Amphibious School, R.M.); Supt.-Art. W. L. Copley (Berry Head); A.A. J. J. Jenkins (Siskin); A.A. A. R. Valentine (Siskin); Lieut. N. R. Moir (Captain) (Excellent); P.O. F. A. Prosser (Gambia).

R.N.A.C. (SOUTH)

ON SATURDAY, February 19 the Club took teams to Brighton for the Southern Counties Championships. In the Youths' race the boys from St. Vincent gave a good account of themselves but with Collingwood Apprentices on Long Week-end only four started in the Junior race and it was not possible to close in a complete team. The Seniors who had entered with the idea of a ten miles training run found that their final position was in the first ten teams which was an excellent show considering the class of teams competing. P.O. Sharp and L.S. Haskell in the forties were the best performances.

The following week the Milocarians were due but so few turned up and then mostly our own members helping out that a friendly race was held with nothing at stake. It had been earlier decided not to enter teams in the National Championships at Cardington so a race was held at Dryad with Southampton University as the visitors: it had been hoped to run a Club Championship in conjunction with this race but the nearness of the Command Championships reduced the number of members turning out; counting five a side the R.N. Club managed to beat the University by a margin of four points with Hyma of the visiting Club leading Sharp and Pape home.

PENTATHLON

THE WINTER Pentathlon of Sports between H.M.S. St. Vincent and H.M.S. Ganges took place on Saturday, March 12, and the results were as follows:

Rugby.—St. Vincent avenged last term's defeat by beating the Ganges 1st XV by 11 points to 6. This was an excellent game with St. Vincent just managing to stave off a determined second half rally by Ganges.

Football.—A most exciting game throughout, the result being, after an extremely hard struggle, a win for Ganges by goals to 3.

Hockey.—This was a very fast game with the speedy St. Vincent attack

proving their worth by winning by 4 goals to nil.

Sailing.—St. Vincent lost the sailing by 16 points to 11 to a superior Ganges team.

Basket-ball.—This game was most interesting as Ganges had the ideal team—tall and speedy—with which to beat the smaller Boys of St. Vincent. Nevertheless, for the first ten minutes St. Vincent held the Ganges to 4 points each. After this, however, the Ganges showed their superiority and went ahead—the final score Ganges 23 points to St. Vincent's 10.

This gave the over-all result as Ganges 3, St. Vincent 2.

INTER-SERVICES NETBALL CHAMPIONSHIPS (WOMEN'S SERVICES)

THE ABOVE championships were held in the Gymnasium, R.N. Barracks, Portsmouth, on Monday, March 21, and resulted as follows:

R.A.F. beat R. Navy, 19—12; Army beat R. Navy 14—13.

Final: R.A.F. beat Army, 16—12. The W.R.N.S. thus lost the Cup, presented by the Director, W.R.A.C., which they won last year.

Team: Wren Harper (H.M.S. Concor); Ldg. Wren Garner (P.R.O.R.M.); Ldg. Wren Porter (H.M.S. Pembroke); Ldg. Wren Rudd (H.M.S. Pembroke) (Captain); Wren Martin (H.M.S. Sea Eagle); P.O. Wren Gann (H.M.E. Ceres); Wren Newman (H.M.S. Sea Eagle).

INTER-COMMAND BASKET-BALL CHAMPIONSHIPS, 1955

Results

Semi-Finals—Plymouth (H.M.S. Thunderer) beat Chatham (H.M.S. Caladonia) 44 points to 41 points, at Chatham; Portsmouth (H.M.S. Collingwood) beat Air (H.M.S. Blackcap) 46 points to 22 points, at Portsmouth.

Final—Plymouth beat Portsmouth, 29 points to 21 points, at Chatham.

INTER-COMMAND 0.22 RIFLE COMPETITION

Result—Air Command 7,850 points; Portsmouth Command 7,805 points; Nore Command 7,750 points; Plymouth Command 7,709 points.

Individual Results—P.O. Jackson 399 points; Cd.Gnr. Hill 398 points; Supt. Baulf 397 points.

The following, from the Portsmouth Command have been selected to shoot for the Royal Navy in the Inter-Service Small Bore Match:

P.O. Jackson, Vernon; Supt. Baulf, Newfoundland; O.A. Austin, Vernon; C.P.O. Crook, Victory; Lieut. Symons, Excellent; C.P.O. Bird, Victory; C.P.O. Martin, Excellent; Cd.Gnr. Hill, Excellent; Lieut. Cdr. Herbert Smith, A.S.R.E.; Lieut. Berry, Vernon; C.P.O. Tribe, Excellent; Inst. Lieut. Davies, Vernon; 1st Off. Foster Hall, W.R.N.S.

INTER-COMMAND SQUASH RACKET TOURNAMENT

Results

	Matches Won	Games Won	Lost
1st Nore	10	37	20
2nd Portsmouth	10	33	23
3rd Air	9	30	24
4th Plymouth	1	11	44

Commander A. Seymour-Hayden is congratulated on captaining England versus Scotland in the recent international match between these countries.

HOME AIR COMMAND CROSS-COUNTRY CHAMPIONSHIPS

THE 1955 Championships were held at H.M.S. Ariel, near Winchester on Wednesday, March 9.

The entry was made up of teams of six from twelve Air stations, and a number of individuals, totalling 85 runners.

The race started on a fairly shallow slope, across the airfield and right from the start, the leading positions were taken up by A.A. Humphreys and L.R.E.M. Moorehead, and from then on it became a personal duel between these two runners. Three of the teams were well placed on completion of the first round, mainly due to very good packing, and only a few points separated them. Humphreys and Moorehead passed the start on the second time round almost shoulder to shoulder, with P.O. Mercer (Abbottsinch), this year's R.N. in Scotland winner, lying about 150 yards behind.

As the runners again appeared with about half a mile to go, it was seen that Humphreys had shaken off Moorehead, and was leading by about 150 yards with Mercer a further 200 yards behind, and this was their eventual order of finishing. The time of 31 mins. 3 secs. was good, although the course was considered a little fast.

The team winners were H.M.S. Ariel with 46 points, closely followed by Abbottsinch with 50, and Stretton 51, Ford lying fourth with 57 points.

HOME FLEET SPORTS NEWS

AS THESE notes are being written the Home Fleet is en route to Malta—there to do battle on the sports fields over a period of six days in all the customary Inter-Fleet matches and, this year on account of the General Service Commission, in addition, a series of Inter-Unit matches—all of which will be reported in the next issue.

Meanwhile, the concentrated Spring Cruise sports programme has continued as planned except that the weather did not permit the King's Cup soccer final match to be played before leaving Gibraltar. This match, between Tyne/Apollo and 6th Frigate Squadron, and the final Hockey Cup match between Theseus and Tyne/Apollo will now be played on Saturday, March 26, on the return visit to Gibraltar.

The Home Fleet Open Boxing Championships were held on February 14, 15, and 16 at Gibraltar in which over forty boxers were entered in nine weights. The prizes and the Boxing Cup were presented by the Commander-in-Chief who, in addressing the large audience from the ring afterwards, said that the standard of boxing was as good as any he had seen since the war. There were certainly some very spirited bouts and those many spectators who braved the downpour of rain on the night of the finals were rewarded with a grand evening's entertainment.

The results were as follows:

Individual

Bantam—Winner, S.M. Black, Tyne; Runner-up, A.B. Tough, Delight.

Feather—Winner, S.M. Sweeney, Darling; Runner-up, O./Sea, O'Leary, Battleaxe.

Light—Winner, O./Sea, Jeffrey, Bermuda; Runner-up, P.O. Stwd, Harris, Battleaxe.

Light—Winner, S.M. Ratcliffe, Bermuda; Runner-up, O./Sea, Towler, Bermuda.

Welter—Winner, Tel. Beddall, Bermuda; Runner-up, O./Sea, Maughan, Saintes.

Light—Winner, Mid. Rodd, Bermuda; Runner-up, L./Ck. Johnston, Alliance.

Middle—Winner, A.B. Emery, Delight; Runner-up, A.B. Woloston, Bermuda.

Light-Heavy—Winner, A.B. Whistler, Alliance; Runner-up, A.B. Mackney, Scorpion.

Heavy—Winner, S.M. Oakes, Barfleur; Runner-up, L./Tel. Llewellyn-Jones, Alliance.

Team.—1. Bermuda/Alliance, 33 points; 2. Darings, 15 points; 3. 3rd D.S. 12 points; 4. 6th D.S. 9 points; 5. Tyne/Apollo, 5 points; 6. 6th F.S., 2 points.

Whilst the Home Fleet would have wished to enter a full team in the Royal Navy Boxing Championships, it is unfortunate that the Fleet does not return to its Home Ports in time to permit this. However, arrangements have been made for the following to enter and their progress will be watched with interest.

Light Welter—S.M. Ratcliffe, Bermuda.

Welter—Tel. Beddall, Bermuda.

Light Heavy—A.B. Whistler, S/M Alliance.

The Home Fleet Assault-at-Arms was also staged at Gibraltar. A series of fencing competitions were held in the Army Gymnasium on February 15, 16 and 17, under Royal Tournament Rules, assisted by neutral officials provided by the Army and R.A.F.

Phase II results were as follows:

Foil—Winner, C./Cdr. Bell, Tyne; Runner-up, C.P.O. Harvey, Tyne.

Epee—Winner, C./Cdr. Bell, Tyne; Runner-up, C.P.O. Harvey, Tyne.

Sabre—Winner, Lieut. Brewer, Saintes; Runner-up, P.O. Wiseman, Saintes.

Bayonet—Winner, Lieut.-Cdr. Whalley, Battleaxe; Runner-up, Lieut. Lawrence, Bermuda.

Team Bayonet—Winning Team, Bermuda; Runner-up, Darings.

At the same time, the Home Fleet Palmer Trophy (Bayonet fencing) competition was held, being won by H.M.S. Bermuda whose team, together with the individuals above, will now represent the Home Fleet in the Inter-Command and Phase III tournaments shortly to be held at Portsmouth.

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